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BALTIMORE, JULY 30, 1897.

The General Outlook.

In the natural order of events, judged by all former periods of industrial and financial depression, it is about time for a revival of business. Coincident with this are conditions that give the assurance of a marked improvement in the near future. The passage of the tariff bill removes one great obstacle which has been in the way, and gives to the manufacturers of the country a basis for their operations, with the certainty that for four or five years, at least, there will be no tinkering with the tariff. The crops are unusually large, the indications pointing to a wheat yield of 550,000,000 to 600,000,000 bushels, giving us a surplus for exportation, in round numbers, of about 200,000,000 bushels. By reason of short crops abroad, all of this will find a ready market at good prices. The farmers of the country will receive \$100,000,000 or more for their wheat crop in excess of what they got last year. Railroad earnings are improving, and the crop movement will soon fully tax the carrying capacity of all the roads in the country. Money will soon once more begin to seek investment, and new industrial and railroad enterprises will be undertaken. The long lane of hard times has been turned, and before the close of 1897 it will be seen that we have entered upon a road that leads to great activity and to a vast expansion in our commercial and industrial interests.

It is estimated that the value of the crops and the increase in the value of live-stock of the country will this year be about \$500,000,000 more than last year. The advance in railroad and industrial securities during the last two or three months, as reported on the New York Stock Exchange, aggregates nearly \$500,000,000.

The South may well rejoice in the prospect ahead, for it will share in this prosperity to a greater degree than ever before. During the last five or six years the South has been putting itself in shape, getting out of debt, learning how to produce its crops and manufacture its goods at a lower cost than ever

before. It has demonstrated the inherent strength of its business and financial interests; it has seen the beginning of a great southward movement of population; it has commenced to attract world-wide attention to the wonderful increase in its foreign trade and the development of its South Atlantic and Gulf ports. All of this advance has been made during a period in which the rest of the country has found it difficult to hold its own. Having accomplished this much in such a period of depression, it is now in a position to enjoy to the largest extent the general activity and prosperity of the next few years. It is true that the South did not secure in the tariff bill all to which it was justly entitled, though on the whole it is the best tariff for the South that we have had. In this bill, as in many other things, it was to some extent discriminated against; but, unfortunately, it can only blame its own representatives. The benefits that must come from the settlement of the tariff question will, however, be as great to the South as to any other section.

The Manufacturers' Record congratulates its readers throughout our entire country upon the assurance of at least a few years of prosperity and the fair prospect that, with the elimination of a few dangers to permanent prosperity, we shall enter upon a period of greater activity and expansion in trade, domestic and foreign, than this country has ever known.

Miners with Common Sense.

Those persons who believe that the average labor organization is a species of the grossest form of tyranny will congratulate the West Virginia miners upon their resistance to the efforts of men who thrive upon agitation to induce them to supply the backbone to the strike in Pennsylvania, Ohio and other States. Whatever may have been the excellent principles underlying the organization of various trades, nobody may calmly read the history of the past ten years without reaching the conclusion that the tendency of such combinations has been to benefit principally the incompetents and those who labor only with their tongues. From several sources have come statements demonstrating why the West Virginia miners as a whole have not really been interested in the strike. For instance, the special correspondent of the New York World, writing from the field of agitation, said:

West Virginia's coal miners are a set apart from all others. By mining in magnificently thick coal veins for less than the men of Ohio and Pennsylvania they enable their employers to overcome higher freight rates and to secure steady contracts. The men get steady work. They are the same as De Armit's men are in Pennsylvania—satisfied with less wages and more work. They live closer to their employers.

It is "Howdy, Tom, lend me five until payday," and Tom, the operator, lends it. The very fact that the owners have encouraged the permanency of the men prevents sympathetic strikes in West Virginia. Each miner

who owns a home near a mine and far from towns is in a sense tied to the soil.

Furthermore, the men's minds rankle with what they term their desertion by other miners once before. They have made more money than any others, and today are earning very big wages. In short, the West Virginia miners, particularly the Fairmont men, are comparatively too prosperous to risk all for others and but a far-off benefit to themselves.

"Company stores" are wrong. Over-weighted cars are wrong. The struggling of labor organization is wrong. But as long as men laboring under all of these disadvantages can live in the best miners' houses in the land, work every day in the week and often buy property, they are not easily brought to strike.

These assertions are supported by figures which the Philadelphia Record has deduced in the following article from its editorial columns:

From the latest tables accessible from which such a comparison can be drawn the following results may be taken as approximately correct for the five States now constituting the bituminous area of the strike:

| | Annual output per miner. | Alleged present wages a year. | Annual wages struck for. |
|-------------------|--------------------------|-------------------------------|--------------------------|
| Pennsylvania ... | 532 tons | \$287 23 | \$367 08 |
| Ohio | 440 tons | 237 60 | 264 00 |
| West Virginia ... | 652 tons | 352 08 | 391 20 |
| Indiana | 308 tons | 214 92 | 238 80 |
| Illinois | 445 tons | 240 30 | 244 75 |

This table will show why West Virginia is so difficult a State in which to call out the men. Their situation is the most comfortable of any, and the gain from a successful strike would be small to them. The Pittsburgh district has the most to gain. Ohio and Indiana seem the most depressed. If the wages should be computed by the day, and the men should be employed all the secular days of the year, a miner would earn as follows under the conditions prevailing when the strike began: Indiana, 68 cents a day; Ohio, 75 cents; Illinois, 76 cents; Pennsylvania, 91 cents; West Virginia, \$1.11.

Another point should be considered, not only by the West Virginia miners, but by other employees of the South. That they, with less per diem or per ton wages, may enjoy greater comfort than their fellows in other parts of the country, is due to the fact that they live in the South, where not only they are able to work a greater number of days, or do more mine work, but are also able to do more with their wages. For the same reason the industries of the South have been enabled to develop on ever-widening lines, whereby a greater force of labor has been given employment, and serious inroads have been made upon the profits of older centres of industry. The attempt, therefore, to lead Southern workmen into dissatisfaction with their condition by persuading them that the less per diem or per piece, but greater purchasing power of their earnings, should be changed to a higher wage, if successful, would in the end benefit the Northern employers more than anybody else, inasmuch as the Southern employers would be crippled in their operations, and, while employees to a limited extent might have greater pay, the opportunities for the employment of a greater number would become more limited.

Southern laborers of all kinds should

view with suspicion every effort to excite their hostility against their employers, whether on a basis of "sympathy" with Northern laborers or in response to the secret agents of Northern employers.

Southern Textile School.

In a superb exhibition of characteristic toploftiness and arrogant condescension the Textile World, of Boston, delivers a little lecture to those enterprising Southerners who are projecting a textile school, as follows:

We notice in our Southern exchanges more or less argument in favor of the establishment of a textile school somewhere in the Piedmont district. The idea is a good one, that of furnishing young men with a technical education suitable for the manufacturing industries of that section. This is highly commendable, but we think it would be much to the credit of all concerned if the textile schools of Philadelphia and Lowell were taken advantage of, rather than the establishment of any new institution of this kind in the South until there is a denser population there to be benefited. At the best, the textile school would be poorly equipped in mechanical contrivances and in the way of proper instruction. The school at Philadelphia is not so far away from the South but what it could be easily attended by those desiring to receive instruction in this line, nor is the school at Lowell. The spirit, however, that is manifested is a most excellent one, and much good can be derived, no doubt, from the institution of local classes under the instruction of talent that is available and close at hand. These classes can be organized at any of the large manufacturing centres; but a school we doubt to be a feasible undertaking at present.

We were considering whether it would be worth while to take as a text of criticism of this lecture the sentence, "At the best, the textile school would be poorly equipped in mechanical contrivances," a bit of gratuitous impertinence by no means justified by the experience in other directions in recent years, when a letter was received from one of the greatest manufacturing companies in New England which makes a reply to the Textile World unnecessary. The letter is as follows:

I have read with considerable interest your editorial in July 23d number, and the quotations from exchanges relating to a textile school at the South. From my standpoint I should advocate either Charlotte or Augusta for the location of such a school, and advise that steps be taken to immediately accomplish such an object.

It does not require so heavy an outlay as one perhaps might at first suppose. I think the Philadelphia or Lowell textile school, of Lowell, Mass., a very good illustration of what may be accomplished in that line, and that such a school is needed in the South goes without saying. It is not, however, in the writer's opinion, of so much consequence for the illustration of the manufacture of fine goods as it is to illustrate the possibility of diversifying the present manufacture of cotton goods in the South. It will probably be looked upon as prejudice on the part of the writer to intimate that it is not advisable for the South to attempt the manufacture of fine goods; however it may be looked upon, it is without doubt a fact, but the possibilities of diversifying the product are great, and it is in this direction that the Southern manufacturer should look if a change in the present methods is desired.

It is not the intention of the writer to advise in this article the direction this should take. On the question of the establishment of the textile school in the Southern States

there is not the slightest doubt that the results following such a course will pay a better return on the investment than anything yet attempted. There is a large class of young men growing up in that country who would naturally be directed to the mills, and will enable them to get a practical education and be well fitted and adapted for the duties that will devolve upon them in the future. Such an institution will prove of more value and do more to build up and enlarge the cotton industry than any probable influx of capital will do for many years to come.

The writer is thoroughly familiar with most of the mills in the South, and is practically acquainted with a very large per cent. of the manufacturers of the South, and is willing to testify to the ability shown thus far in the management of mills, and knows from personal experience that the one thing lacking is Southern boys educated up to the high standard of our Northern enterprises in the manufacture of various classes of goods not yet attempted to any extent by any of the Southern mills. A careful inquiry into the method pursued in the establishing of schools alluded to will convince the most skeptical that it is thoroughly feasible to establish such a school, and there is no better time than the present.

This letter leaves very little to be said at present, but its tone leads to a belief founded upon other considerations that a textile school in the South may be established upon a sound foundation, with not a very heavy outlay of money, inasmuch as machinery manufacturers of the North would, we are sure, gladly contribute the necessary machinery which would serve the double purpose of being a permanent exhibit of their products and of tending to develop in the South the industry that would widen their trade.

A dispatch from London that touches on the extension of trade in foreign countries of our manufactured products is an indication of the interest that is being aroused by the success of our competition with English manufacturers. The dispatch says:

Lord George Hamilton, Secretary of State for India, replying in Commons today to a question why the East Indian Railway, owned by the government, has bought 7708 tons of rails from the Maryland Steel Co., said that the lowest British bid was £8675 (\$43,375) higher than the American tender.

An evening newspaper notes that English firms are indignant that the contracts for the traction plant of the London Central Railway, which is to be an underground electric line, amounting in value to hundreds of thousands of pounds, have been given to Americans.

The secretary of the company explains that the contracts for carriages, locomotives and machinery were given to American firms on the advice of electrical experts, who represent that the greater use of electrical traction in the United States has brought its manufacture to a higher degree of perfection and made it far less expensive than in England.

The Manufacturers' Record will get itself disliked by the Poppies and calamityites generally if it doesn't stop pointing out evidences of prosperity in the South.—San Antonio Express.

We can't help it. The calamity-howlers must seek new fields, for the South is going to prosper so much that there will be no room for the calamityites and the fighters of all capital and corporations. Let us all be sensible, admit that the South has injured itself by the antagonism to railroads and by the cry of hard times, put forth in many cases for political effect only, and laying aside these things do the best we can to get our share of prosperity whether we be democrats or republicans, gold bugs or silver bugs, free-traders or protectionists. Then the South's prosperity will be so great that every issue of the Manufacturers' Record will be able to tell a tale of steady advancement all over the South.

The Manufacturers' Record undertakes now and then to let others speak through its columns of the outlook for the South, and in this week's issue reproduces the article from the New York Sun dealing with the prospects of the South and confirming what we have observed.

ACTIVITY AT HOUSTON.

Influences Contributing to the Progress of the Texan City.

[Special Cor. Manufacturers' Record.]

Houston, Texas, July 26.

Col. H. M. Robert, Major A. M. Miller and Capt. George M. Derby compose a board of United States engineers who reached this city today to confer with the business men of Houston and the West as regards the deepening of Buffalo bayou, and a ship channel across Galveston bay to the jetties.

Houston's pre-eminence as a railroad centre was manifested Saturday in an impressive way. An excursion was given to the employees of the Southern Pacific Railroad to La Porte, a resort on Galveston bay twenty-two miles from this city. It took two trains, thirty-two first-class coaches, to handle the crowd. The shops of the Southern Pacific Railroad are in Houston. The practice of giving the employees an outing was started by the Houston & Texas Central, which also has its shops here. Their excursion this spring was a record-breaker until the Southern Pacific excursion of Saturday. It is anticipated that the Houston, East & West Texas, whose shops are also located here, will give their employees an excursion within a few weeks.

The rate war between the Mallory and Lone Star steamship lines between New York, Galveston and Houston is an interesting topic in commercial circles. All rates below fourth-class were reduced Friday to five cents per hundred pounds. The business coming from New York in this direction shows an increase of 500 per cent. over last year.

Houston's bank clearances for last week were \$3,659,497, an increase of 18.8 per cent. over the corresponding week last year.

The lumber trade has a bright outlook. There is a largely-increased demand from an unexpected source. The immense wheat and corn crops produced in Kansas, Indian Territory, Oklahoma, North Texas and Nebraska has given an impetus to the lumber trade such as has not been felt in that section for the last five years.

Truck farming in the coast country of Texas is one of the most rapidly-growing industries. Hundreds of cars have gone from this city as well as smaller sections in the coast country to Northern markets. One grower near this city shows a return of 600 bushels of white onions weighing from sixteen to twenty-six ounces each, grown on two acres.

Houston jobbers in all lines report a largely-increased trade over last July, and preparations are being made to handle the largest trade in the history of the city for the coming fall and winter.

Street paving has commenced in earnest, and will be continued until \$250,000 cash is expended. There is ample home labor to handle this work.

The Houston Abattoir & Packing Co., the largest enterprise of its kind in the Southwest, not excepting New Orleans, will begin active operations one week from today, with a daily capacity of 300 hogs and 150 cattle. The enterprise is in the hands of practical and experienced men, and the business will be pushed. A tannery is already in contemplation.

STEEL AT BIRMINGHAM.

Successful First Run of a Product of Excellent Quality.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., July 27.

Birmingham is making steel. The quantity is limited, and not liable to produce any flurry in the steel market just yet. But the place that can produce steel at least cost and acceptable in quality and of the greatest general adaptability to practical uses, is sure to become in time the centre of this industry and the dictator of its price in the markets of the world. That Birmingham will in time attain this pre-eminence is certain. The hand that pens this prediction may not record its fulfillment. The eye that reads it may not see its realization. But the queen of the steel world will have her throne so firmly established in and on "the everlasting hills" of the Birmingham district that the whole world will come here to pay her tribute, and the bowels of the earth will be worked with diligence for the treasure they will yield. At present scratching the surface produces sufficient to supply all needs.

A quiet notice was sent out by the rolling mill that the initial run of steel would be made on the 22d inst. The news quickly spread, and a cosmopolitan crowd assembled at the mill at the appointed hour to greet the coming of the advance herald of Birmingham's future greatness and prosperity. There was neither hurrah, nor ceremony, nor clap-trap formality. The entire absence of any "fuss and feathers" made it appear as if steel-making was only a part of the rolling mill's business that had been waiting the arrival of a convenient season when they could catch the ebb tide in the affairs of returning prosperity and sail "o'er the mains" of the business seas to the harbor of good profits. And everybody there wished them a prosperous voyage and a safe landing. The details of the run are unnecessary to those of your readers who are familiar with the process of steel-making. It was the one in general practice by the open-hearth method. Besides the presence of various iron magnates and experts and practical workers in steel, the builder of the mill, the contractor for the furnace brick and the builder of the furnace were all present to see the start. The foreman, Taylor, had officiated at seven previous inaugurations of steel plants. There was such nicety of calculation and such perfection in all the necessary details that when the run was made it seemed to be as a matter of course. Not a hitch occurred. Things went off just as if it was an every-day affair.

The most important question about it is, What was the quality and character of the steel produced? The answer is, perfectly satisfactory. The quality was first-class, and in character, it was soft steel. Why shouldn't it be satisfactory? The basic iron used was from the "Alice" furnace of the Tennessee Company, which has furnished over 100,000 tons to Carnegie and others for steel-making. The furnace is a duplicate of those used at the steel centres, and those in charge have a first-class record of long years of experience at the business. There could be no such word as fail in this lexicon of assembled factors to success. The product fed to the furnace was proportioned as follows, viz.: 65 per cent. of Alice basic iron, 35 per cent. of scrap iron. As soon as the steel cooled off the tests commenced. Cold hammered and all the usual tests have been given it, with one unvarying verdict, and that a favorable one. The analysis, too, is on the same line, as it shows these proportions, viz.: Sulphur, .025; phosphorus, .033; silicon,

a trace; carbon, .13; manganese, .46. To those familiar with the various qualities of steel the analysis tells the story. In the second run the carbon was .10, the other elements practically unchanged. By varying the carbon, which is entirely within control of those in charge, the varying degrees of hardness and softness are attained at will.

For the present the furnace will turn out but one run a day, netting twenty-five to thirty tons of steel. Its twin sister will be pushed to completion, and the latter half of August will find both in full blast.

The iron market since my last has been quiet and firm. On small lots and on scarce grades small advances were obtained. But on round lots of standard grades, quotations rule. Shipments on previous orders are free enough to make an appreciable reduction in stocks. With the settlement of the labor question in the West there will probably go in blast in this district six or seven furnaces, blown out for repairs and favorable conditions. The miners' trouble here is over, and things are fast assuming their normal condition. Some large contracts that were "hung up" pending uncertainties have been ratified, and the outlook for an active season is very favorable for coal.

Our minor industries report a continuation of work. Some report an increase. It is an unquestionable fact that more work is being figured on than for a good while past. But we can't tell with what effect till the contracts are let.

J. M. K.

Six Months of Iron.

The last bulletin of the American Iron and Steel Association says that the total production of pig iron in the United States in the first half of 1897 was 4,403,476 gross tons. As compared with the first half of 1896 there was a decrease in the first half of 1897 of 572,760 tons, but as compared with the second half of 1896 there was an increase of 756,585 tons.

The Southern Iron Committee's report for June shows total shipments of 100,962 tons, of which domestic iron comprised 74,397 tons; export iron, 17,637 tons; domestic iron pipe, 8794 tons, and export iron pipe, 114 tons. The Birmingham district alone shipped 57,311 tons of pig iron and 2842 tons of iron pipe, the Chattanooga district 18,214 tons of iron and 3592 tons of pipe; Sheffield, Ala., shipped 11,729 tons of pig iron. The total shipments of pig iron and iron pipe for the six months ending July 1 was just about 600,000 tons, of which export iron was over one-sixth. The showing is a very satisfactory one, especially as to foreign pig-iron shipments, which are already 50,000 tons more than all last year.

The Merchants' Association of Savannah, intended to enhance the city's retail trade and to be on the lookout for any measure that may conduce to the city's advantage, has been organized, with the following officers: President, B. H. Levy; first vice-president, L. Adler; second vice-president, D. B. Morgan; secretary and treasurer, D. B. Falk.

A correspondent of the Manufacturers' Record says: "I find that Mr. Jerome Hill, of the American Cotton Co., has established round-bale presses at Dyersburg, Ripley, Brownsville, Jackson, Somerville and Memphis, Tenn., and at Hernando, Oxford, Batesville, Durant, Clarksville, Centerville and Vaden, Miss., and that all along the line of the Illinois Central the farmers and merchants are greatly interested, and are giving the matter most serious consideration."

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department.]

Rapid Transit and Real Estate.

It is stated that since the opening of the electric street railway system in Charleston real estate has considerably improved in value. According to the Charleston News and Courier, pieces of property which six months ago would have sold for a very small sum are now held at an advance over the original price. A real-estate dealer of Broad street, in Charleston, is quoted as saying that a few months ago he offered four lots in the city for \$100 apiece. Since the street-railway line is completed he has refused an offer of \$150 each. This is a significant indication of the manner in which rapid transit benefits a community.

A Valuable Acquisition.

The sale of the Ohio Valley Railroad, recently made by order of the court, it is understood, is in the interest of the Illinois Central. There are grounds for believing that that system now controls the Ohio Valley, and that the latter will become a portion of it. This road is 130 miles long, extending from Evansville, Ind., to Hopkinsville, Ky. It has been in the hands of John McLeod as receiver. It connects with the Chesapeake, Ohio & Southwestern division of the Central at Princeton, Ky. The acquisition of this line gives the Illinois Central two roads traversing the western portion of the State and extending to the Cumberland river.

A Mississippi Enterprise.

Messrs. Eastman, Gardiner & Co., extensive lumber operators at Laurel, Miss., are constructing a railroad line called the Laurel & Northwestern road, which will be an important factor in developing the eastern section of the State. The road is projected from Laurel, on the New Orleans & Northeastern road, to Raleigh, the county-seat of Smith county. In a letter to the Manufacturers' Record, Messrs. Eastman, Gardiner & Co. state that ten miles of the line are now in operation, and about twenty miles additional surveyed. It is a standard-gauge road, and is being operated with equipment consisting of three locomotives and fifty cars. It may eventually be extended west of Raleigh.

The Tennessee Central.

The Tennessee Central Railroad Co. has added W. C. Chapman, J. Clifford Richardson and Estill McHenry to its board of directors. Mr. Chapman was elected vice-president. These gentlemen, it is stated, represent the St. Louis capitalists who have taken up the project, Mr. Richardson being president of the Rio Chemical Co. in St. Louis, also a director of the Third National Bank. Mr. Chapman is president of the Eau Claire Lumber Co., of St. Louis. It is reported that contractors are going over the line of the road so far as completed, and there is a prospect that work will be resumed within a few months. Jere Baxter has been elected president of the new company, with headquarters at Nashville, Tennessee.

Illinois Central Stockholders

The Illinois Central Company will hold its annual meeting at the office of the company in Chicago on Wednesday, September 15. The board of directors have decided that each holder of one or more shares of the stock of the company as registered on its books will have a ticket

free over the company's lines from the nearest station to the stockholder's residence to Chicago and return for the purpose of attending this meeting. As has already been stated in the Manufacturers' Record, the Illinois Central has invited its employees to become shareholders by making them a very liberal offer to take stock. As a result a large number of them have done so, and at the annual meeting the different departments of the road will probably be well represented by the operatives.

Grain from the West.

According to a dispatch from Kansas City, Mo., the Southwestern railroad companies, it is announced, are reconsigning grain from Kansas City to points in Texas in spite of the recent decision of the interstate commerce commission. It is calculated that this decision, which recently affected reconsignment privileges at Kansas City, does not apply to points in Texas, consequently it is probable that there will be a very large movement of grain from the Southwest and West through Texas during the coming season.

Such is the demand for vessels for carrying grain for export that it is stated that many steamers now loading on the other side for America have already been chartered for return cargoes to Europe. Within a few days fourteen British steamers have been chartered to load grain at Baltimore for European ports.

Merchants & Miners' New Ship

The new steamship which the Harlan & Hollingsworth Co., of Wilmington, Del., is completing for the Merchants' & Miners' Transportation Co. of Baltimore will be one of the finest vessels in the American coastwise service. She will be 293 feet over all, forty-two feet beam and thirty-four feet in depth. The hull is constructed of steel, the heat will be steam, and all parts of the vessel will be lighted by electricity. The engines are of the triple-expansion type, with cylinders twenty-four, thirty-nine and fifty-nine inches in diameter, respectively. The propeller will have four blades, and will be sixteen feet in diameter. Steam will be furnished by a battery of four Scotch boilers, each twelve feet in diameter and thirteen feet six inches in length. It is understood that the vessel, which is named the Juniata, will be placed on the route between Baltimore and Boston.

American Cars for English Roads

A contract which has recently been given by the Southeastern Railroad Co., of London, indicates that the English railroad companies are little by little giving up British prejudices and adopting American ideas as applied to rolling stock. The contract referred to is for a number of first-class passenger coaches, and has been awarded to the Jackson & Sharp Co., of Wilmington, Del. The award was made after the Southeastern officials had thoroughly examined a sample car made by this plant. The cars will be fifty-five feet long, with entrances at the end according to the American fashion, the only English feature being the wide buffers. The cars will have Gould vestibules and American couplers, and will be lighted by electricity. The framework will be of teak wood, and the outside of a fine quality of mahogany. It is believed that this is the first of a number of orders which will be given American car builders by British corporations.

The Red River Valley Project.

The proposed railroad between Shreveport and Coushatta, La., along the Red River valley, has reached a point where the promoters have formed a company to

build the line. The company is entitled the Shreveport & Red River Valley Railroad Co., and has \$600,000 capital stock. As already stated in the Manufacturers' Record, this line, if built, will be seventy miles long, and will extend through a very fertile section of Northwestern Louisiana. Near Shreveport it will connect with the Texarkana & Shreveport Railroad, which is now in operation between Texarkana, a point near Shreveport, a distance of thirty-four miles. The fact that B. Collins, general manager of the latter railroad, is one of the incorporators of the Shreveport & Red River Valley Company indicates that the two lines will be operated in connection with each other. Among those interested are Wm. Edenborn, who is president of the White-cliff Cement Co., which owns an extensive plant in Arkansas. He is also president of the Consolidated Wire Nail Co., of Chicago. Other incorporators include George W. Fouke, W. T. Taylor, of Shreveport; Edward Drain, of Chicago, and Clarence Ellerbe, of Shreveport.

According to a dispatch from Texarkana, the Gate City Lumber Co. will build twenty miles of line, which will connect the Shreveport & Red River Valley road with the Texarkana & Shreveport line. Messrs. Collins and Fouke are interested in this connection. It is understood that the eventual terminus of the combination is to be at Natchez, Miss.

Central of Georgia's Income.

The income statement of the Central of Georgia Railroad Co. for the year ending June 30 is attracting considerable attention in New York and other financial centres. Recently the Manufacturers' Record referred to the demand for bonds for this road, on account of the increase which has been shown in its earnings. The statement referred to shows that net earnings for the year referred to were \$1,819,883, which, with other income, amounted to \$2,147,056. From this is to be deducted interest on funded debt and other charges, amounting to \$1,841,977, leaving a surplus of \$305,079, which is to go to the credit of profit and loss. In connection with this statement Messrs. Harvey Fisk & Sons, bankers of New York, have issued a circular which refers to the location of the Central in the South and points out that healthful business conditions generally obtain in this section, particularly in Georgia and Alabama:

"As a result of several years of savings and economizing, the people are out of debt. Their local industries are prospering. Farmers are now in good condition. The convenience of quick refrigerator trains has developed a vast acreage of early fruits and vegetables from lands heretofore planted exclusively in cotton. Thus a diversified and constant tonnage is produced. Cotton mills are in steady work, and nine large cotton mills are now in process of erection in Georgia and Alabama. Packing-houses have been started within the last two years. Large tracts of timber land have been cleared in Georgia by farmers from the Northwest, and profitable crops have been yielded already. Fruit canning and the canning of sugar syrup are growing industries. Steel mills just completed in Alabama promise to work a revolution in that commodity. The Southern ports as cotton exporters are the more inviting owing to pig iron as a ballast weight. In Georgia the cotton crop credit system is being forced to give way to a cash basis, owing to the quick returns from early products and because the farmers are not dependent on the storekeepers for all of their necessities as formerly. Wholesale and retail stores are doing a

constantly-increasing business, and the banks have proved their solidity by being less affected than those in any other section in the last few years."

During the last year 5000 tons of steel rails have been laid on the Central and 200 freight cars secured for the line, while about \$250,000 has been expended for terminals at Savannah for improvements to the steamship service.

Railroad Notes.

The office of assistant general freight agent of the Kansas City, Pittsburg & Gulf system has been abolished.

J. T. Slatter has been appointed general traffic manager of the Chattanooga Southern, and G. W. Chapman, auditor.

George L. Burke, of Kingston, Tenn., has been appointed permanent receiver for the Harriman & Northeastern Railroad by order of the court.

The Atlantic Coast Line has begun work on an addition to its yard at Florence, S. C., which, it is stated, will increase the capacity of the yard to 900 cars.

The Louisville & Nashville Railroad Co. has a force of men rebalasting the roadbed on the Cincinnati division and replacing a portion of the track with new steel rails.

The Chancery Court of Chattanooga has decreed the sale of the Chattanooga & Lookout Mountain Railroad to J. T. Cross, president of the Lookout Mountain & Lula Lake Railroad.

The net earnings of the Northern Central Railroad Co. for the six months ending June 30, this year, amounted to \$812,209.29. The net earnings for the same period last year were \$665,472.34, showing an increase for the present year of nearly \$150,000.

At the annual meeting of the Norfolk & Willoughby Spit & Old Point Railroad Co., H. L. Page was elected president; I. A. Page, vice-president, and C. A. Norton, secretary and treasurer. W. A. Barrett, Jr., has been chosen general manager of the company.

According to the report of the board of public works of Virginia, the total valuation of the railroad and canal property in that State is \$53,789,022. During 1897 there were 3560 miles of railroad in operation, of which 164 were controlled by electric railway companies.

The annual report of the Carolina & Northwestern Railroad Co., received at the annual meeting at Gastonia, N. C., shows that the receipts during the year have considerably increased. It is reported that the company is considering the idea of relaying a portion of the road with 50-pound steel rails. G. W. F. Harper has been re-elected president, and W. T. Nichols, superintendent.

The receivers of the Baltimore & Ohio have been authorized to complete the contracts for rolling stock recently referred to in the Manufacturers' Record. They include 3000 box cars, 750 coal cars and forty locomotives. The contracts were made, subject to the approval of the court, with the Pullman Palace Car Co., the Michigan Peninsular Car Co., South Baltimore Car Works, Baldwin Locomotive Works and the Pittsburg Locomotive and Car Works. The cost of the rolling stock will amount to \$2,350,000.

A dispatch from Louisville, Ky., says that the Avery plow factory has resumed operations, after a three years' "shut down." One thousand men have been given employment, and an additional thousand will be employed gradually in the future.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the Manufacturers' Record. We shall be glad to have such matter at all times, and also to have any general discussion relating to cotton matters.

Textile Notes.

The stockholders of the Selma Cotton Mill Co., of Selma, Ala., held a meeting last week, at which it was decided that the capital be increased from \$100,000 to \$200,000. It is intended to add some new machinery and make other improvements.

Mr. A. J. Crandall, manager of the Tennessee Line & Twine Co., of Elizabeth, Tenn., is endeavoring to arrange for the erection of a cotton mill. It is probable that Eastern capital will be engaged in the plant, and prospects are good for securing it.

The Walhalla Cotton Mills, of Walhalla, S. C., held a stockholders' meeting last week, at which it was decided to increase the equipment of the plant. The capital stock will be increased, and the present equipment of 3240 spindles will be increased to 6500 spindles and 240 looms. J. D. Verner is president and treasurer.

The report that Bamford Bros., of Patterson, N. J., would remove their mill to Greensboro, N. C., was incorrect, but the firm intends establishing a branch mill in that city. A building has been secured, and machinery for the production of silk goods will be installed. If results are satisfactory the mill will be eventually enlarged.

At a meeting of the directors of the Eagle & Phoenix Manufacturing Co., of Columbus, Ga., held last week, Mr. C. A. Collier was elected president to serve until next February, when the regular annual meeting of the directors and stockholders will be held. Mr. E. N. Clemence will serve as secretary-treasurer, under the direction of the receivers.

The annual meeting of the stockholders of the York Cotton Mills, of Yorkville, S. C., was held last week. The reports of the directors showed the business to be in a very satisfactory condition. E. B. Beard was re-elected president, and J. R. Ashe, secretary-treasurer, and directors E. B. Beard, J. R. Ashe, G. H. O'Leary, S. M. McNeel, W. R. Carroll, W. G. White, W. B. Moore and J. S. Brice.

Mr. Chas. W. Davis has resigned the presidency of the Warren Manufacturing Co., now building a mill at Aiken Junction, S. C. Some difficulty was experienced in having the smaller stockholders meet the assessments for payment of stock, and being hampered for lack of funds, Mr. Davis thought it best to resign. Mr. C. A. Robbe, of Augusta, Ga., has been elected to succeed Mr. Davis, and the new president has interested Mr. Jas. P. Verdery, president of the Enterprise Manufacturing Co., of Augusta, Ga., in the new mill. The latter and his associates will take all unpaid stock, and thus the funds for the completion of the mill will be forthcoming as needed. This mill is to have 30,000 spindles, and will produce print goods.

Charles C. Wilson, city engineer of Columbia, S. C., estimates that \$40,000 would be saved annually to Richland county by a system of good roads.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

The Market for Cottonseed Products.

New York, July 27.

The market for cottonseed products is in a stronger position today than at any time during the season of 1896-97. As prices during the period referred to have been uniformly unsatisfactory, this assertion may not be considered as being of any particular significance. But the ruling conditions are today of more than ordinary interest to producers and holders, inasmuch as it is the belief of a number of the trade that we are on the eve of a pronounced upward movement. The market for cotton oil is a decidedly bullish one. With regard to the export demand, the superiority of American cotton oil and light stocks abroad have contributed to the increased interest evinced by the foreign consumer in the article, notwithstanding the presence of abnormally high ocean rates. The scarcity of vegetable oils generally in Southern Europe and the advance in the English market have also proved helpful factors in further strengthening the situation. Lard, while of a fluctuating character, is, nevertheless, sufficiently high to keep up the demand for compound lard, prices ruling at 4.15 cents, Chicago, for September options. Tallow rules firm at 3½ cents. The domestic demand for cotton oil has also improved, but crude is a very scarce commodity, refiners having cleaned up most of the available holdings. With ordinary ocean freight rates, there is little doubt that the remaining stocks in the country would be readily picked up by exporters, and it is safe to assume that the new seed-crushing season will be introduced under more favoring conditions than for a number of years. The export list for the week reveals a good showing in off and prime yellow, as well as in the choice grades of oil, full prices being secured in the principal sales. Exports in the aggregate amount to 7200 barrels from this port for the week, of which 2800 were consigned to Marseilles and 2550 to Trieste, while from New Orleans 10,000 barrels of refined were shipped to the former city. England has also been in the market, having purchased refined to a limited extent—550 barrels. Prime yellow has been sold on a basis of 25½ cents, and holders refuse to sell under 25 cents. The following are closing prices: Crude, prime, 20 cents; crude, prime f. o. b. mills, 16 to 17½ cents; crude, off quality, 20 cents; yellow summer, prime, 25 to 25½ cents; yellow summer, butter, 28 to 30 cents; yellow summer, off quality, 24 to 24½ cents; white summer, 27 to 27½ cents; yellow winter, 31 to 33 cents; white winter, 32 to 34 cents, and soap stock, per pound, ½ to ¾c. Receipts have been comparatively light, thereby indicating the true condition of the country's stocks, when the improved tone of the market is considered.

Cake and Meal.—The advance of seed cake in the United Kingdom has been reflected by a corresponding advance in cotton cake, and under this influence the major portion of the available stocks in the South have been released, Liverpool, Rotterdam and Hamburg receiving the principal quantities. Latest advices from England report "owing to the improved demand for oil, prices of seed have improved considerably, and close strong at £4 13s. 9d., August delivery."

Cottonseed-Oil Notes.

Mr. T. Y. Conner, of Tuskegee, has decided to build a 20-ton cottonseed-oil mill

at Gadsden, Ala. Mr. Conner has completed all arrangements to erect a plant, having purchased his machinery at Atlanta, Ga.

It is stated that Mr. Henry Marx contemplates erecting a cottonseed-oil mill near Gretna, opposite New Orleans.

The Bullock county oil mill and ginnery, near Union Springs, Ala., was sold last week to the Messrs. Pitts, of that place, for \$17,200, who will operate the plant. The plant originally cost something like \$40,000.

Messrs. D. W. Wright, of Little Rock, Ark., and J. R. Fordyce, of St. Louis, and several other capitalists have completed arrangements to build at once at Pine Bluff, Ark., a cottonseed-oil mill at a cost of \$60,000, with a capacity of sixty tons of seed per day. The site for this enterprise has already been selected, and operations will likely begin at once upon the plant. The officers of the company as organized are D. W. Wright, Little Rock, president; J. W. Corcoran, vice-president; W. H. Langford, secretary; J. R. Fordyce, St. Louis, treasurer and manager.

In New Orleans cottonseed products remain quiet and steady, with quotations not materially changed. The general market is dull, as usual at this period of the season. Receivers' prices are quoted as follows: Cottonseed, \$8 per ton (2000 pounds) delivered to the mills; cottonseed meal, jobbing at depot, \$18.50 to \$18.75 per short ton, and \$20 to \$20.25 per long ton for export f. o. b.; cottonseed oil, 18 to 18½ cents per gallon for strictly prime crude; in bulk, 15½ to 16 cents, and 22½ cents for refined oil at wholesale or for shipment; oilcake, \$20 to \$20.25 per long ton f. o. b.; linters—A, 3½ cents per pound; B, 3½ cents; C, 2½ to 3 cents; hulls delivered at 15 to 20 cents per 100 pounds, according to location of the mills.

Steel Rails for India.

In a previous issue the Manufacturers' Record referred to the sale of a quantity of steel rails to be used on the East Indian Railroad, and which are being manufactured by the Maryland Steel Co. at Sparrow's Point. According to a dispatch from London, the Maryland company was by far the lowest bidder for the quantity of rails needed, and for that reason secured the contract. It is stated that the lowest bid for the quantity, which was 7708 tons, was about \$42,000 more than the offer of the American company. These rails are now being shipped from Sparrow's Point to India.

\$100,000 for Good Roads.

Colbert county, Alabama, recently floated \$100,000 worth of bonds, the purchasers being Chicago brokers, for the purpose of general road improvement. It is intended to rebuild the main roads throughout the county, and it is believed that the improvement will be worth far more than the amount expended on them in improving the general condition of the farmers and in attracting capital and immigration. The county has set an example to that section of the South in this respect which might well be imitated. It is calculated with the amount appropriated that about fifty miles of improved highways can be constructed.

Increased Its Capital.

The Birmingham Rolling Mill Co. has determined to increase its capital stock from \$500,000 to \$600,000. It is understood that the reason for this increase is to equip a steel plant in addition to the one which has just been placed in operation.

PHOSPHATES.

Phosphate Markets.

Office Manufacturers' Record,
Baltimore, Md., July 29.

The local phosphate market continues quiet, with very little change in the general situation. Fertilizer ingredients, as a rule, are more active, but in phosphate rock manufacturers are only purchasing for immediate use. In mining sections there is a fair development, and in South Carolina a good demand prevails both from domestic and foreign sources. Prices hold nominally steady, with crude rock \$3 at the mines, hot-air-dried \$3.25 f. o. b. vessel in Ashley river, \$3.45 f. o. b. city; ground rock in bulk, \$5.50 f. o. b. vessel at city. In Florida operations are quite active, especially in the pebble district, and prices are firm, with a fair demand from domestic and foreign ports. At Mt. Pleasant, in the Tennessee phosphate belt, there has been a fairly active business, and miners are generally firm in their views, while prices are very steady, with a range from \$1.35 per long ton to \$1.65, according to condition of rock and guarantee accompanying the same. Sales reported yesterday in the local market were 500 tons Tennessee phosphate rock f. o. b. Mt. Pleasant at \$1.40. There were no arrivals reported during the week, and very little business in charters. In New York inquiry for sail tonnage is limited, and there has been very little doing in vessels bound for ports in the phosphate districts. The following charters were reported in the market last week: Bark J. W. Elwell, 1082 tons (relet), from Tampa to Philadelphia with phosphate rock on private terms, and a Dutch bark, 1391 tons, from west coast South America to Hampton Roads for orders with nitrate at 20/.

Fertilizer Ingredients.

The market during the past week has ruled strong, and for all ammoniates prices are unchanged. There is a fair inquiry from the South. In the West values are firm, with a light supply, and holders are not anxious sellers under present conditions. Several thousand tons of acid fish were reported sold in the local market during the week at quoted figures. Nitrate of soda has ruled fairly active, but large receipts have depressed values slightly.

The following table represents the prices current at this date:

| | | |
|----------------------------|----------|--------|
| Sulphate of ammonia (gas). | \$2 12½@ | — |
| Nitrate of soda..... | 1 75 @ | 1 80 |
| Blood | 1 85 @ | 1 87½ |
| Hoof meal..... | 1 65 @ | — |
| Azotine (beef)..... | 1 65 @ | 1 67½ |
| Azotine (pork)..... | 1 65 @ | 1 67½ |
| Tankage (concentrated)... | 1 65 @ | — |
| Tankage (9 and 20)..... | 1 65 @ | and 10 |
| Tankage (7 and 30)..... | 14 00 @ | 15 00 |
| Fish (dry)..... | 18 00 @ | 18 50 |
| Fish (acid)..... | 12 00 @ | — |

Phosphate and Fertilizer Notes.

It is stated that Dr. H. B. Battle, of Raleigh, N. C., will establish a phosphate factory at Winston, and that Professor Joby, late of the Agricultural and Mechanical College, will be associated with him.

The Ashpoo Fertilizer Co., of Charleston, S. C., was granted a charter last week. The capital stock is \$100,000, divided into shares of \$100 each. The incorporators are Frank R. Taylor, Samuel Lord and Herman R. Luhn.

The phosphate company at Fort Ogden, Fla., is having three dredges built to avoid working on Sundays. This company has contracted for a large amount of rock, and has been running day and night in order to meet its engagements.

The former members of the firm of Thos. Meadows & Co., of Mount Pleasant, Tenn., operating phosphate mines, have recently organized the Elk Mineral

Co., and will deal in mineral lands and furnish ground phosphate rock to the trade.

The Tennessee Phosphate Co., operating in the Mount Pleasant field of the Tennessee phosphate belt, has completed its second shipment of rock consigned to Andrew Hunter & Co., United Kingdom via Pensacola. This company has also recently remodeled its washer and added other labor-saving machinery.

At a meeting of the stockholders of the Williamston Oil & Fertilizer Co. held at Williamston, S. C., last week it was decided to increase the capacity of the mill one-third and add other improvements. The following officers were elected for the ensuing year: James P. Gossett, president, and H. C. Wilson, business manager.

The Farmers' Mining Co. has made another big shipment of phosphate rock from Coosaw river, South Carolina, to Japan. The German bark Amazone, with 1900 tons of rock, sailed from Beaufort, S. C., last week for Yokohama, and will make the trip in about four months. Mittsin & Co., of New York, acted as agents for the cargo, and the stuff was shipped through their orders. Next month the Charleston Mining Co. will ship 3300 tons of rock to the same people in Japan.

At the annual meeting of the stockholders of the Virginia-Carolina Chemical Co. held in Jersey City, N. J., last week the following board of directors was elected: Messrs. L. T. Morgan, L. W. Travers, E. R. Addison, L. D. Crenshaw, F. Whittle, Dr. A. Carr and T. B. Dancy. The board of directors then re-elected the following officers for another year: Mr. L. T. Morgan, president; Mr. L. W. Travers, first vice-president; Mr. E. R. Addison, second vice-president. Mr. F. Whittle, of Petersburg, was elected treasurer to succeed Mr. J. G. Tinsley, resigned. Mr. E. Strudwick, the secretary, and Mr. L. D. Crenshaw, the auditor of the company, hold over for the present.

The sixth annual report by Commissioner A. H. Wood, of the Tennessee bureau of labor, statistics and mines, deals with coal statistics, the manufacture of coke, iron ore, pig-iron industry, zinc, lead and copper, the phosphate industry, marble, the petroleum field, mines, wages and regulations, and labor conditions.

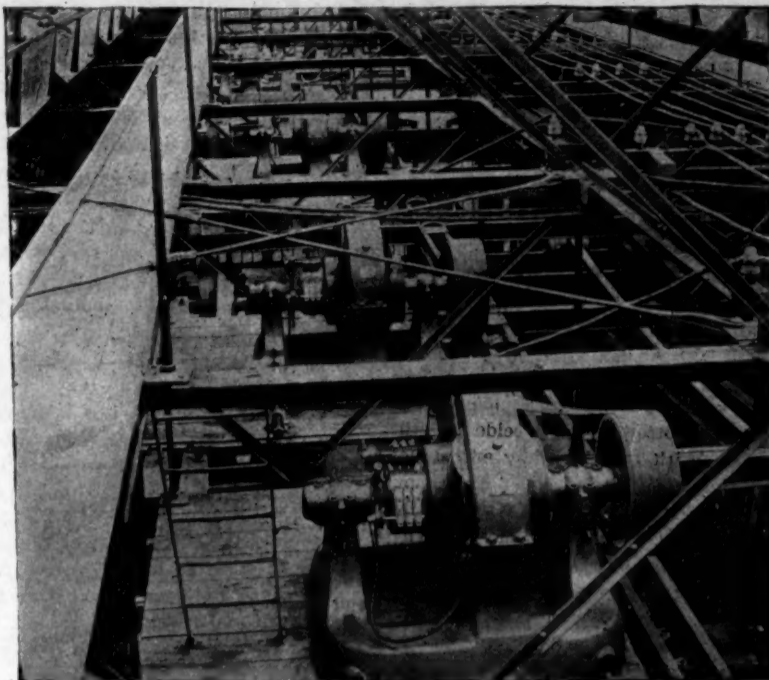
The Blue Book, Textile Directory.—The tenth annual edition of this book has been issued, and in addition to other new features, we notice a series of textile maps covering the New England, Middle Atlantic and Southern States, these showing the various towns at which textile mills are located. These maps are found in both the office and travelers' edition of the Blue Book, while the travelers' edition has also a series of railroad maps covering all States from Maine to Florida, and as far west as Chicago. The maps, in connection with the other information, make the book a veritable atlas of the textile part of the United States, while city maps of New York, Boston, Philadelphia and Providence are also given for the benefit of the transient visitor to these cities. The Blue Book contains all textile manufacturers in the United States and Canada, including a full textile-supply directory, and these, in connection with the patent index and thirty pages of engraved maps, make it a trade work of the highest order. Davison Publishing Co., 401 Broadway, New York, publishers. Price, Office Edition, \$3.00; Travelers' Edition, \$2.50.

MECHANICAL.

Electric Motor in Machine Shops.

The use of motors for driving the machinery in shops seems to be making par-

or motors have been found necessary during the eighteen months in which the system of electrical drive has been in operation. The General Electric Co., of Schenectady, N. Y., installed the electrical apparatus.



SIX 500-VOLT MOTORS ATTACHED TO ROOF GIRDERS IN NEW MACHINE SHOP, FARREL FOUNDRY MACHINE CO., ANSONIA, CONN.

ticular headway in the iron and machinery industries. Each day, almost, brings news of some important installation of the electrical drive in shops of this character, and it is only a few months since the most important ironworking establishment in Pennsylvania, that at Homestead, was equipped with electric motors.

An interesting example of electric drive in a heavy machinery works is found in the shops of the Farrel Foundry & Machine Co., at Ansonia, Conn., the electricity being taken from water-driven generators located nearly three miles away. The motor equipment consists in all of nineteen motors of the following horse-power and speed: Three 35-horse-power, 525 revolutions; five 10-horse-power, 325 revolutions; five 15-horse-power, 312 revolutions.

The machinery manufactured by the Farrel Foundry & Machine Co. is of a peculiarly heavy type, and the machines driven by the motors are of various characters and sizes, subjected to sudden heavy and fluctuating loads, yet, accord-

Multiple Spindle Crossarm Borer.

Actively engaged in the manufacture of crossarms on an extensive scale are plants in the red-cypress section of Lou-

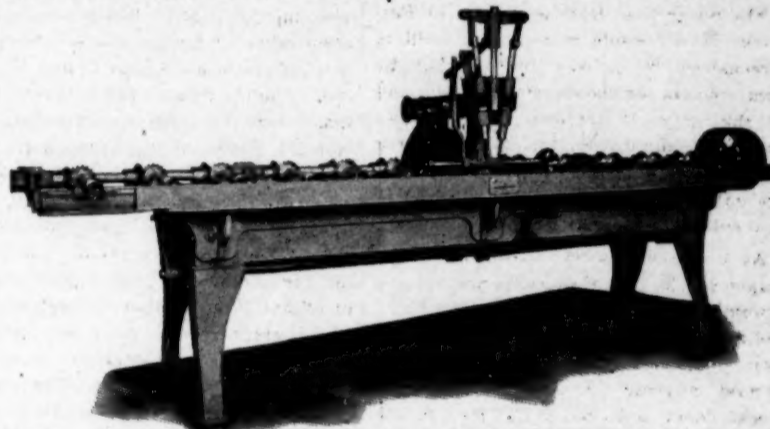
thing of a marvel in itself; so sensitive, so quick to respond to the touch of the operator, it seems almost to be possessed of intelligence.

This multiple spindle crossarm boring machine is so constructed as that gangs of boring bits work simultaneously to bore all of the holes in a crossarm, whether the arm be two feet, twelve feet or any intermediate length. The horizontal bits make the holes for the insulator pins, while the vertical bits bore the holes both for bolting the arms to the poles and for attaching the iron braces.

To operate this machine the arm to be bored is placed on the machine table and rigidly clamped in place by the movable wooden strip shown in cut, receding as the lever is raised by the operator. When thus securely clamped, the irregular-curved lever is slightly raised, bringing into contact the small paper and the iron frictions attached to the rear of the machine, causing the movable table, with the horizontal bits, to move forward. At the same instant the vertical bits descend, and thus all of the required holes are bored at the same time and the entire boring process controlled by the movement of one hand lever.

The boring being completed, this curved hand lever is depressed, disengaging the small paper and the iron frictions and throwing into gear a larger friction which causes the bits to recede at double the speed at which they were fed during the process of boring.

This machine is neat in design, compact, as shown herewith, and of enormous capacity. Those interested in the line of work which is within the range



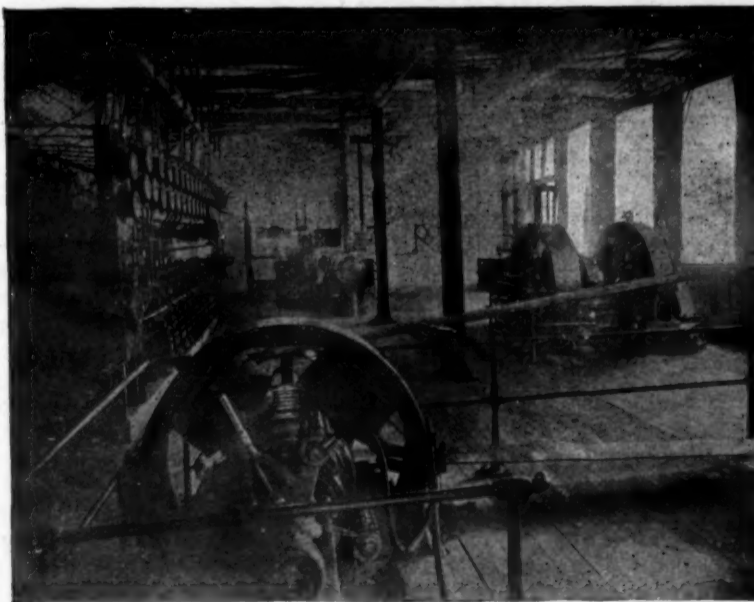
MULTIPLE SPINDLE CROSSARM BORER.

isiana, the yellow-pine section of Georgia and Alabama and the white-pine country of Michigan and Wisconsin, the own-

of this borer may find it profitable to address the manufacturer, the Chattanooga Machinery Co., 1318 Market street, Chattanooga, Tenn.

A feature of the Baltimore Herald in its issue of July 26 is a part devoted to the business condition of the country in general, especially in the South and West. The articles include interviews with prominent Baltimoreans, also business men throughout the country, in which the majority express the view that general prosperity is close at hand. The grain trade of Baltimore, its real-estate development, manufacturing and other interests are treated in an exhaustive and comprehensive manner. The entire issue is of much interest to all who are interested in the prosperity of the country, and reflects much credit upon the journal in question.

The property of the Georgia Mining & Manufacturing Co. has been sold, by order of the court, to D. B. Hamilton and W. B. Simpson, of Rome, Ga., and Clifford L. Anderson. The property includes 50,000 acres of coal and iron property, thirty miles of railroad, eight locomotives, nearly 400 cars, two blast furnaces valued at \$204,000 and coke ovens valued at \$88,000. It is understood that the purchasers will reorganize the company at once.



POWER STATION, FARREL FOUNDRY MACHINE CO., ANSONIA, CONN.

ing to the officers of the Farrel Company, the plant, running since October, 1895, has not only given complete satisfaction, but no repairs either to generators

ers of which are not at all disconcerted over the report of displacement of wires. In many of these factories a machine is in use for boring crossarms that is some-

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

LUMBER MARKET REVIEWS.

Baltimore.

Office Manufacturers' Record,
Baltimore, Md., July 29.

The local lumber market shows but little change, and the conditions prevailing are similar to those of a week ago. There is, however, some business in certain lines, but the market is without much snap or vigor. The demand for air-dried yellow pine has been fairly active, but receipts have been heavier and prices have been slightly easier on certain box grades. Boxmakers, yardmen and planing mills have been in the market to some extent, but purchases have been mainly to supply present necessities. There is a fair business in kiln-dried North Carolina pine, and orders have been coming in quite freely during the week. Prices have ruled firm, with a fair offering of most desirable grades. In white pine there is a better tone, and prices are generally steady at quotations. Cypress is quiet and steady as to price. In hardwoods there is very little doing, and the local demand is light, as well as that from out-of-town buyers. Exporters are not doing much business, and advices from the European markets are by no means encouraging. Low grades of oak and walnut which have lately been shipped are not salable, and foreign consumers want a better quality of lumber.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

| VIRGINIA AND NORTH CAROLINA PINE | | |
|---------------------------------------------|----------|-------|
| 5-4x10 No. 2, kiln dried..... | \$12 50@ | 13 50 |
| 5-4x12 No. 2, kiln dried..... | 14 00@ | 15 00 |
| 4-4x10 No. 1, kiln dried..... | 15 00@ | 15 50 |
| 4-4x12 No. 1, kiln dried..... | 15 50@ | 16 50 |
| 4-4 nar. edge, No. 1, kiln dried..... | 13 00@ | 14 00 |
| 4-4 wide edge, No. 1, kiln dr'd..... | 17 00@ | 18 50 |
| 6-4x10 & 12, No. 1, kiln dried..... | 23 00@ | 24 00 |
| 4-4 No. 1 edge floor, air dried..... | 13 50@ | 14 50 |
| 4-4 No. 2 edge floor, air dried..... | 10 50@ | 11 50 |
| 4-4 No. 1 12-in. stock, air dried..... | 15 50@ | 16 50 |
| 4-4 No. 2 12-in. stock..... | 12 50@ | 13 50 |
| 4-4 edge box or rough wide..... | 7 50@ | 8 50 |
| 4-4 edge box do. (ord. widths)..... | 6 50@ | 7 50 |
| 4-4 12 inch rough..... | 9 00@ | 10 00 |
| 3/4 narrow edge..... | 5 50@ | 6 50 |
| 3/4 wide..... | 6 50@ | 7 50 |
| 3/4x9 1/2 and 10 1/2-inch..... | 8 50@ | 9 00 |
| Small joists, 2 1/2-12, 14 and 16 long..... | 7 50@ | 8 50 |
| Large joists, 3-16 long and up..... | 8 00@ | 9 00 |
| Scantling, 2x3, 2x4 and 3x4..... | 7 00@ | 8 00 |

WHITE PINE.

| | | |
|----------------------------------------------|----------|-------|
| 1st and 2d clear, 4-4, 5-4, 6-4 and 8-4..... | \$47 00@ | 48 00 |
| 3d clear, 4-4, 5-4, 6-4 and 8-4..... | 42 00@ | 43 00 |
| Good edge culls..... | 14 50@ | 15 50 |
| Good stock..... | 16 50@ | 17 50 |

CYPRESS.

| | | |
|------------------------------|----------|-------|
| 4-4x6, No. 1..... | \$19 50@ | 20 50 |
| 4-4x6, No. 2..... | 13 50@ | 14 50 |
| 4-4x6, 16 feet, fencing..... | 10 00@ | 11 00 |
| 4-4x6, rough..... | 8 50@ | 9 00 |
| 4-4 rough edge..... | 8 00@ | 8 50 |
| 4-4 edge, No. 1..... | 16 00@ | 17 00 |
| 4-4 edge, No. 2..... | 12 00@ | 13 00 |
| Gulf, 4-4, Nos. 1 and 2..... | 25 00@ | 29 50 |
| Gulf, 6-4, Nos. 1 and 2..... | 28 00@ | 30 00 |

HARDWOODS—WALNUT.

| | | |
|-----------------------------------|----------|--------|
| 5-8, Nos. 1 and 2..... | \$85 00@ | 75 00 |
| 4-4, Nos. 1 and 2..... | 80 00@ | 90 00 |
| 5-4, 6-4 and 8-4..... | 85 00@ | 95 00 |
| Newell stuff, clear of heart..... | 85 00@ | 100 00 |
| Culls..... | 20 00@ | 30 00 |

OAK.

| | | |
|---------------------------------------------------------------------------------------------------------------|----------|-------|
| Cabinet, white and red, Southern, plain-sawn and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4..... | \$30 00@ | 34 00 |
| Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4..... | 53 00@ | 55 00 |
| Culls..... | 10 00@ | 15 00 |

POPLAR.

| | | |
|------------------------------|----------|-------|
| Nos. 1 and 2, 5-8..... | \$24 50@ | 25 50 |
| Nos. 1 and 2, 4-4..... | 28 00@ | 30 00 |
| Nos. 1 and 2, 6 and 8-4..... | 32 50@ | 33 50 |
| Culls..... | 11 50@ | 12 50 |

SHINGLES.

| | | |
|-------------------------------------|---------|------|
| Cypr., No. 1 h'ts, sawed, 6x20..... | \$6 25@ | 7 00 |
| No. 1 saps, sawed, 6x20..... | 4 75@ | 5 00 |
| No. 1 hearts, shaved, 6x20..... | 6 00@ | 7 00 |
| No. 1 saps, shaved, 6x20..... | 4 75@ | — |

LATHS.

| | | |
|-----------------|---------|------|
| White pine..... | \$1 85@ | 2 00 |
| Spruce..... | 2 00@ | 2 10 |
| Cypress..... | 1 50@ | 1 60 |

Charleston.

[From our own Correspondent.]

Charleston, S. C., July 26.

The lumber market here still continues very quiet, and the volume of trade in this line does not show any expansion.

There is, however, considerable activity at all saw-mill sections adjacent to the city, mills generally having a supply of orders for prompt and future delivery. Receipts of timber are liberal, and at Georgetown there is considerable doing at all the mills. Large rafts of cypress timber have been coming through the Minim Creek canal almost daily since it was thrown open to navigation. This new route saves from four to six days in time over the old route through Mosquito creek, and lessens the danger of loss of logs in the lower Santee river. Prices for lumber here are very steady, and at the close of business on Saturday last ranged as follows: Merchantable lumber, \$14 to \$16 for city-sawn; \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. Shingles are in good demand and firm at \$5 to \$7 per thousand. Among the clearances during the week the following vessels were reported: Schooner Spartan for Baltimore with 467,000 feet of lumber; steamship Delaware for Boston with 4968 feet; schooner John R. Halliday for New York with 305,000 feet, and steamer George W. Clyde with 151,726 feet and steamer Algonquin with 8512 feet for the same port. The total shipments of lumber from this port from September 1, 1896, to July 23, 1897, inclusive, amounted to 54,683,000 feet coastwise and 1,475,000 feet foreign, making a total of 56,158,000 feet, against 64,682,502 feet for the corresponding period last year. The lumber movement at Beaufort, which has been quite active lately, met with a serious setback last week in the destruction by fire of N. Christiansen's extensive saw and planing mills and the contents of his lumberyard. The loss is said to amount to fully \$20,000, with no insurance. The schooner Annie E. Stevens cleared from Georgetown last week with a cargo of cypress lumber for Boston from the Gardner & Lacy Lumber Co.'s mills. Coastwise lumber freights are very low, lumber to New York being quoted at \$4.38 to \$4.50; wet ties to Perth Amboy, N. J., 15 cents each, basis forty-six feet; switch ties, \$3.75, and lumber, \$4.50; dry railroad ties to New York, 11 1/2 cents, basis thirty-six feet; lumber to Fall River, \$4.50.

Savannah.

[From our own Correspondent.]

Savannah, Ga., July 26.

The week under review has been a fairly active one in nearly every avenue of the lumber industry of this port, and the demand for desirable grades of lumber and other wood products is increasing. Throughout the general list of values there is a firmer tone, and prices for certain grades show a slight advance. There is a good trade in crossties and shingles, and shipments during the coming month will be larger than usual. The local building demand for lumber and other building material is good, and it is stated that there is more building going on in this city at present than there has been at any time in the last four years. In the business section especially there is unusual activity, such as has not been witnessed for years. Advices from interior milling sections and nearby ports of Georgia are all very encouraging, and all branches of the lumber and timber industry are reported in a healthy condition. At the close of business on Saturday last the range of prices were reported as follows: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuffs, \$16.50 to \$20, and sawn ties, \$10. The market closed steady, with a fairly active demand. Among the clearances the following vessels were reported: Schooner

Emily Northam for Philadelphia with 274,000 feet of pitch-pine lumber; schooner Grace Bradley for Baltimore with 400,340 feet, and schooner John B. Manning for New York with 762,614 feet. New York steamers cleared with 485,000 feet of pitch-pine lumber, and Baltimore steamers with 286,000 feet. The British ship Parthenope cleared for Rotterdam with 4532 white-oak staves among her cargo. Lumber and timber freights are steady at ruling rates. The rates from this and nearby ports in Georgia are quoted at \$4 to \$4.50 for a range including Baltimore and Portland, Me. Steamer rates to New York and Philadelphia are quoted at \$7, to Boston \$8 and Baltimore \$5. To the West Indies and Windward rates are nominal; to Rosario, \$12 to \$13; to Buenos Ayres and Montevideo, \$10 to \$11, and to Rio Janeiro, \$14. The following charters were reported in New York last week: Schooner James Baird, 372 tons, from Darien to Philadelphia with lumber at \$4; a schooner, 573 tons, from Brunswick to New York with ties at 13 1/4 cents, basis forty-four and five-eighths feet, 100 M feet a day; a schooner, 373 tons, from Brunswick to Bridgeport and Hartford with lumber, and two schooners, 522 and 624 tons, from Brunswick to Colon with lumber at \$7.

Mobile.

[From our own Correspondent.]

Mobile, Ala., July 26.

The local lumber and timber market has ruled fairly active during the past week, and the volume of business shows considerable expansion for this period of the season. The timber market is ruling very firm, and the demand fair, with European advices somewhat encouraging. Sawn timber, when placed upon the local market here, will bring 11 cents per cubic foot, 40-foot basis. Cypress is in fair demand at 5 to 8 cents per cubic foot. Saw logs delivered at mill are quoted at \$5 to \$7.50 per 1000 feet. There is a moderate demand for hewn timber at 12 cents per cubic foot, average B1 good. There is also a moderate demand for hewn oak at 18 cents for first-class. Hewn poplar is in limited demand at 12 cents per cubic foot for large average girth. The market for sawed lumber is firm, and the demand active for all desirable material. Prices for the better grades all show an advance, and for inferior grades prices are steady. At all milling points adjacent to the city there is considerable activity among the mills, and as a rule orders have been coming in freely during the month, both from domestic and foreign sources. During the past week the following shipments are reported. Steamer Strathord for Grimsby, England, with 154,062 cubic feet of sawn timber, 40,031 cubic feet of hewn timber and 398,196 superficial feet of lumber; bark Vission for Queenstown, Ireland, with 41,256 cubic feet of sawn timber and 8312 feet of lumber; schooner Cromwell for New York with 400,000 feet of lumber; bark Stanhope for Belize, British Honduras, with 298,400 feet; steamer Herald for Bocas del Toro with 31,000 feet and steamer John Wilson with 1500 feet for the same port. From Pensacola advices are very encouraging, the market being fairly active, with shipments fair for this period of the season. The timber market is steady, with a moderate supply and prices firm. Among the charters reported in New York last week were the following: British steamer Richmond, 1314 tons, from Pensacola to Antwerp or Holland with sawn timber on private terms; a steamer, 428 tons, from Mobile to Port au Prince with lumber at \$7.50 and port charges. Rates from Mobile on lumber are steady at

\$6.50 to \$7.50 per 1000 feet, and coastwise, \$6.50 to \$7; Cuba, \$7 to \$7.50; River Platte, \$12, and Mexico, \$7 to \$8; lumber to the United Kingdom, 97/6 to 102/6 per standard.

St. Louis.

[From our own Correspondent.]

St. Louis, Mo., July 26.

The general lumber market is active, and for this period of the season the volume of business is reported rather better than usual, with the majority of orders coming from the West. Manufacturers and others in the trade look forward to a very busy autumn season, as the crop prospect is good, and when farmers begin to receive their cash for products, business is expected to develop considerable activity. There has been a very heavy week's trade in yellow pine, orders coming in freely and prices firm and advancing. Reports from milling sections are very promising, all the mills being fully supplied with orders and some running day and night to fill engagements. Local sales are not as good as those at distant points, but prices here are showing an improvement. White pine is also very firm, with a good demand reported, and stocks ample for all requirements. The movement in hardwoods has been fair during the week, and commission men are well satisfied with the reports of salesmen as they come to hand. A number of orders went to the mills last week; in fact, more than during the previous week. The demand from the country for all varieties of hardwood is good, and the fall business is expected to show considerable expansion. The factories have been buying freely, their purchases being fully equal to their consumption. The movement in oak is very satisfactory, and good sales are reported daily, while there is also a good business with out-of-town buyers. Prices hold very steady, and are not materially changed. The receipts of cottonwood are going to be very large during August, as the stage of water later on is uncertain, so that millmen will rush their stocks to market earlier than usual. Stocks of cottonwood are generally light at the moment, and local factories have only sufficient for present wants, so that prices are likely to rule firm and higher. Prices for other hardwoods are firm and unchanged.

Beaumont.

Beaumont, Texas, July 24.

The mill offices are not being flooded by mail orders from the interior, but there is a fair demand. Dealers throughout the State, and also in "the Territories," are sending in numerous inquiries, and are seemingly preparing to follow inquiry with order preparatory to the fall trade, which is generally expected will be very good. The mills have been doing business lately with some parts of the State that have hitherto sent but little business to the mills in this section. There has been no rush of business in this direction, but a large volume of trade with the interior was not expected for the present month. Dealers, however, will soon be obliged to place their requirements for the fall trade, and the mills are anticipating a good business this fall. Prices are being well maintained, and the mills are not hunting large contracts on the existing lists, as the consensus of opinion is that higher prices will rule a little later on. Present demands allow of no addition to the already broken yard stocks, and an increased volume of shipments will almost certainly force a higher list. There has been a good supply of saw bills for the various mills, and a fair list of railroad bills. A New Mexico railroad has been sending around inquiries this week for 450,000 ties, but as they require a delivery of about 90,000

ties a month the bill will probably be split among a number of mills. Confidence is returning in the shingle trade. There has been some advance in prices, and the demand is said to be increasing. The movement, however, is light, as holders are expecting another advance on present prices, and are therefore making no effort to push sales. The export business forges ahead with little interruption, and the outlook continues very gratifying. There are eight vessels now in port, whose tonnage aggregate over 9250 tons. Several new charters have been perfected by exporters, and as fast as one vessel clears from port another enters to take her place. There are two clearances reported for the week, as follows—the Swedish ship *Gripen* for Southampton and the American schooner *Flora Woodhous* for Vera Cruz. Two large cargoes that deserve special mention are now being loaded at Sabine Pass. The firm of Donald & Co., exporters, are placing a cargo of 2,000,000 feet of timbers and 125,000 feet of primes on the steamship *Cairncrag*, 1950 tons, which is expected to clear the latter part of this month, and the Calcasieu Export Co., of Lake Charles, La., is furnishing a cargo of 2,500,000 feet of primes for the British steamship *Kirkfield*, 2290 tons.

The Douglass mill, at Colmesneil, Texas, and about 1,000,000 feet of lumber were destroyed by fire Wednesday night. There was no insurance carried, and the loss is estimated to be about \$10,000.

The Beaumont Lumber Co. has been making another requisition upon its forests' giants, and recently cut a stick which measured when it left the saw 18x20 inches and sixty feet long.

The Texas and Louisiana lumber manufacturers will hold a meeting in Lake Charles, La., on the 27th of this month. Important business will be presented, and a large attendance is expected.

It is stated upon good authority that the Illinois Central Railroad is working on a deal with the Gulf, Beaumont & Kansas City Railroad whereby it would secure connection with that road from its branch line to Natchez. The Illinois Central has considered before an outlet to the Southwest on the Gulf, and had a survey made some time ago. Its present project by the building of about 100 miles of new road would give it an outlet by connection at Beaumont either at Sabine Pass or Galveston. It is probable that should it decide upon this course it would buy the Gulf & Interstate Railroad, and thus secure a direct line to Galveston. W. F. F.

Lumber Notes.

A large saw mill is being erected by James Combs at the Bluffs, seven miles up the river from Apalachicola, Fla.

At Brunswick, Ga., on the 24th inst. John C. Lehman was appointed temporary receiver for the Brunswick planing mill of D. A. Garber.

The plant of the Alexandria Cooperage Co., of Alexandria, La., was sold on the 24th inst. at public auction to J. M. Nugent, of Nugent, La., for \$2150.

The Foster Lumber Co., of Kansas City, Mo., was granted a permit last week to do business in Texas. The capital stock of this corporation is \$200,000.

It is stated that a company from Houston, Texas, is about to establish a box factory at Liberty, Texas. The machinery is now en route, and work on the plant will commence shortly.

The saw mill of Tallaferro & Blair, at Chattanooga, Tenn., was destroyed by fire last week. The loss is estimated at \$2500, with no insurance. The lumber owned by the firm was insured for \$2000.

During the week ending the 23d inst. the shipments of lumber from Lake Charles, La., have been very heavy, 100 cars of Calcasieu hard pine lumber having gone out from the local mills for export.

N. Christensen's saw-mill plant and the contents of his lumber-yard at Beaufort, S. C., were destroyed by fire on the 22d inst. It is stated that the loss will reach \$15,000 to \$20,000, with no insurance.

It is stated that an extensive saw and planing mill and vegetable-crate factory will be erected shortly at Charlotte Harbor, Fla. A large lot of two acres near the bay is being cleared preparatory to erecting plant.

It is said that the plant of the Walterboro Dry-Kiln & Planing Co., of Walterboro, S. C., was completely destroyed by fire last week. The losses are heavy, and are said to be covered by an insurance of \$12,000.

At Colmesneil, Texas, the Douglass saw mill and planer, sheds and contents of lumber-yard, amounting to over 300,000 feet, were destroyed by fire on the 21st inst. The loss is estimated at \$10,000, with no insurance.

It is stated that the lumber and shingle mills at Gilmer, Texas, anticipate a large increase in the lumber trade very shortly. They are now receiving orders quite freely, and record an advance of \$2 per thousand in shingles.

The Yellow Poplar Lumber Co., of Coal Grove, Ohio, and Catlettsburg, Ky., is laying out a tramroad to the head of State creek, on the West Virginia side, to get out its large timber purchases. The Louisa fork of Big Sandy will be considerably improved.

Wm. P. P. Toale, formerly a sash and door manufacturer of Charleston, S. C., and now residing in Aiken county, South Carolina, has recently obtained a patent for an improved dry-kiln, which is said to dry lumber quickly without injuring its soundness or elasticity.

The first of a fleet of four barges to be built by the Orange and Wingate lumber companies at Orange, Texas, was launched last week. This barge is 26x103 feet, and seven and a-half feet depth of hold, and will be used for lightering lumber vessels at Sabine Pass.

The Beaumont Lumber Co., of Beaumont, Texas, sawed last week what is believed to be the largest timber that has ever been turned out of any mill in that city. The timber is 18x20 inches, sixty feet long and contains 1800 feet of lumber, board measure.

Hartwell's handle factory, at Clifton, Tenn., is now running with a full force on full time. The order department is full, and several months behind time with orders. It is stated that large shipments of handles were made last week by steamer to Northern cities.

James R. Walsh, of Jacksonville, Fla., who has purchased the furniture factory in La Villa, has ordered new door, sash and blind machinery, which will shortly arrive and be placed in position, when operations will be commenced. Mr. Walsh intends to make a specialty of fine work.

A. E. Cathey, of Delina, Tenn., near Lewisburg, cut a poplar tree last week on his property measuring seven and a-half feet in diameter and sixty-four feet in length. The tree was cut for the purpose of making shingles, and it is claimed that 100,000 shingles will be obtained from it.

Mr. C. W. Rich, of Richburg, Miss., an extensive mill owner, who recently purchased a saw mill at that place, will have the plant in operation by August 1.

Mr. Rich has expended a large amount of money on this property, and when finished it will be one of the most complete milling properties in the South.

The receipts of lumber and other wood products at New Orleans for the week ending the 22d inst. were as follows: Lumber 1,737,000 feet, shingles 146,000, laths 25,000, oak staves 151,800 and cypress staves 66,000. The receipts of lumber for the season amounted to 70,049,000 feet, against 86,529,128 feet.

There are two vessels now loading lumber at Sabine Pass, Texas, whose aggregate cargoes will closely approach 5,000,000 feet. They are the steamers *Kirkfield* and *Cairncrag*, the former of which is loaded by the Calcasieu Lumber Co., of Lake Charles, La., and the latter by Donald & Co., of Beaumont, Texas.

Receipts of cypress timber were quite liberal at Georgetown, S. C., last week. Large rafts of cypress timber have been coming through the Minim Creek canal almost daily since it was thrown open to navigation. This new route saves from four to six days in time over the old route through Mosquito creek and lessens the danger of loss of timber in the lower Santee river.

The Calcasieu Export Lumber Co., of Lake Charles, La., cleared two steamers at Sabine Pass, Texas, on the 24th inst., these being the first vessels loaded entirely by that company and sent out under its name. The vessels cleared were the steamships *Orion* for Newcastle, England, with 850,000 feet of Calcasieu hard pine lumber, and the *Leonora* for Havre with 1,000,000 feet.

The capital stock of the Woodworth Lumber Co., Limited, of Monroe, La., will be increased and the company reorganized. Extensive and valuable improvements will be made in the plant. A modern dry-kiln and automatic lumber stackers will be put in, and also improved planing machinery. Mayor C. S. Woodworth will remain president of the company.

The Georgia lumbermen held an informal conference at Macon last week, at which forty-one leading saw mills of the State were represented. The actions of this conference were not made public, but it is stated that the affairs of the industry generally were discussed, when the meeting adjourned to convene at a date in the near future for the purpose of perfecting a permanent organization.

Mr. Henry James, one of the oldest lumber merchants and best-known financiers of Baltimore, died on Tuesday last at his summer residence near that city. Mr. James was founder of the lumber firm of Henry James & Co., and of the Pennsylvania Land & Lumber Co. The latter is located at Williamsport, Pa., of which Mr. James was president, and his son, Mr. Charles James, is superintendent and general manager.

A meeting of the local millmen of Orange, Texas, was held last week at that place to devise ways and means for securing relief from the water hyacinths that have blocked navigation in the river at that point and made it impossible to run timber down to the lower mills. After some discussion it was decided to subscribe a fund for securing temporary relief by opening the river to navigation. The work will be done under the immediate supervision of Messrs. Moore & Bettis.

There was a conference at Beaumont, Texas, last week of representatives of the lumber manufacturers of that city and Orange with a representative of the Mexican Central Railroad. The proceedings of the conference were not made public, but it is understood that the lum-

bermen were given an opportunity to consider a proposition looking to the establishing of a regular line of steamers between Port Arthur, Sabine Pass and Mexican ports. Negotiations are still pending.

The pine-wood shippers of Virginia have organized, with a view of securing better prices for their product. At a meeting held in Richmond, Va., last week an organization was perfected by the election of J. D. Odell, of Kent county, president, and J. N. Harris, secretary. New York handlers of pine wood were represented in the meeting by Messrs. Henry P. Havens and W. P. Richards. J. A. Rennels and the Philadelphia dealers were represented by J. E. McClain. It was agreed that no wood was to be shipped to New York or Philadelphia for the next ninety days except what was contracted for. The merchants of these cities bind themselves not to handle any wood except that shipped and sold by members of the association.

Literary Notes.

Science for July 23 has an article by Charles Richards Dodge on a systematic classification of textile and other useful fibres of the world.

Cassier's Magazine for August is a special marine engineering and ship-building number, in which a complete story is told of how a modern steamship is designed, built and launched, and how it is prepared for sea. It contains nineteen articles, with nearly 400 engravings.

With five delightful stories in the August *Cosmopolitan*, one might judge that it was intended solely for light reading in midsummer, but a second glance shows that it contains as well much of serious interest. The second paper by the special commissioner sent to India tells a tale, the like of which has, it is claimed, never before appeared in any periodical.

Harper's Weekly of July 31 will contain several features of particular interest and timeliness, among them illustrated articles on the "Recent Mining Congress in Denver," and on the "New Niagara Bridges." Rev. F. E. Clark, president of the Society of Christian Endeavor, will write of the recent convention in San Francisco.

The midsummer fiction number is essential to a complete volume of any well-regulated magazine, and August is the month in which the public most appreciate the lighter reading. But *The Home Magazine* "goes one better," with a bicycle fiction number for August. "To Hymen on a Wheel" is first of the stories, and it is embellished with pen sketches by W. B. Green. Mr. Green also designed the frontispiece, which illustrates a poem, "The Bather," by Elizabeth Harman.

With the July number *Current History*, that valuable quarterly of Buffalo, N. Y., enters the eighth year of its record, with every evidence of that regard for accuracy and breadth of view which have established and long maintained its reputation as the most complete handbook published of the history of our own times. The present number is the largest ever issued, having 276 pages of reading matter, seventy portraits and two maps. The opening article is a review of the reign, character and influence of Queen Victoria. The Crisis in Southeastern Europe takes up thirty pages, with special map, and reviews the origin and full international bearings of the Cretan and Græco-Turkish trouble. All the rest of the world comes in for its due share.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the Manufacturers' Record.

It often occurs that the organization of a new company in any town is not known by the postmaster, and hence letters addressed to the company are returned marked "not known." The Manufacturers' Record reports the first organization of all companies, and our readers, in seeking to get into communication with them, should be very careful in deciding how to address them, and even then they must expect the return of some letters, because of the lack of knowledge on the part of postmasters of all new companies. Criticisms and complaints are invited, as they will the better enable us to guard against errors.

ALABAMA.

Birmingham—Cigar Factory.—McMasters & Co., of Tampa, Fla., have established a branch cigar factory in Birmingham at 1805½ Second avenue.

Centreville—Coal Deposits.—It is reported that coal deposits have been found on lands of J. D. Cooper and M. F. Gardner.

Florence—Fertilizer Factory.—Lee Ashcraft and associates contemplate the erection of a fertilizer factory.

Gadsden—Oil Mill.—T. Y. Conner, of Tuskegee, will build a 20-ton cottonseed-oil mill in Gadsden.

Mobile—Gas Plant.—The Pintsch Compressing Co., of New York city, has contracted with the Mobile & Ohio Railroad to erect a Pintsch gas plant in Mobile.

Selma—Cotton Mill.—The Selma Cotton Mill Co. will increase its capital stock from \$100,000 to \$200,000, and put in additional machinery.

ARKANSAS.

Pine Bluff—Oil Mill.—A company has been organized to erect a cottonseed-oil mill; Daniel W. Wright, of Little Rock, Ark., president; J. W. Corcoran, vice-president; W. H. Langford, secretary, and John R. Fordyce, of St. Louis, treasurer and manager. It is reported that a 60-ton plant, to cost \$80,000, is decided on.

FLORIDA.

Brooksville—Woodworking Factory, Electric-light Plant, etc.—The Florida Hardwood Timber & Manufacturing Co., Limited, to which reference was made recently, is composed of English capitalists. The company has purchased 14,518 acres of land near Brooksville, and will erect a \$50,000 woodworking factory, electric-light plant for city lighting, cultivate the soil, construct 15-mile railroad, erect sugar-cane mill, etc. The company has a capital stock of \$1,000,000, and George Mitchell, of Brooksville; G. Chetwynd Stapleton, of Leesburg, Fla.; Geo. E. Pybus, of Fruitland Park, Fla., and D. Stringer, of Leesburg, Fla., are the American directors of the company. Address Geo. Mitchell, of the company, for information.

Cedar Keys—Steamboat Company.—Incorporated: The Suwannee River Operators' Steamboat Co., with capital stock \$10,000, to build and operate a line of steamboats, barges or other vessels between Cedar Keys and the head of navigation on the Suwannee river. The incorporators are J. D. Johnson, E. L. Magruder, Eugene S. Gaudin, G. W. Varn, B. S. Fisher, J. H. Shaw and E. H. Crowley.

Daytona—Publishing Company.—Incorporated: The Daytonian Publishing Co., with a capital of \$5000, to publish a newspaper, etc.; incorporators, J. C. Keller, R. H. Chapman, Charles K. Weller, E. Dillingham, H. T. McClellan and J. S. Herbert.

Gainesville—Car Works, etc.—The Gainesville Express, Refrigerator Car & Woodenware Manufacturing Co., previously referred to, has now fully organized, with G. W. Hyde, president; A. J. McArthur, vice-president, and S. D. Warner, secretary-treasurer. A site for the factory will be chosen at once and a plant erected for the manufacture of refrigerator cars, woodwork, etc.

Jasper—Water Works.—The vote on water-works bonds resulted favorably, and arrangements will be made for the construction of the plant. Machinery will be wanted. Address the mayor.*

Madison—Electric-light Plant.—The city proposes to put in an electric-light plant to be operated in connection with the water works, using the same boiler, etc. Wm. S. Jordan, chairman of committee, can be addressed for information.*

Tallahassee—Cigar Factory, etc.—Charles A. Somellian will establish a tobacco packing-house and cigar factory.

GEORGIA.

Americus—Telephone System.—D. H. Ledbetter, of Cordele, and associates have asked for telephone franchise in Americus.

Barnesville—Chemical Factory.—The Atlanta Chemical Co., of Atlanta, will remove its factory to Barnesville.

Canton—Gold Mine.—E. E. and E. G. Pope, of West Virginia, have purchased the Putnam gold mine in Cherokee county for \$15,000, and intend to thoroughly develop the property. Sale was made by P. P. Du Pre, of Canton, and associates, the owners.

Gainesville—Gold Mining, etc.—The Martin Gold Mining & Milling Co. has been incorporated, with capital stock of \$30,000, by George F. Canis, John Martin and others, for the purpose of opening gold mines, etc.

Lumpkin County—Gold Mines.—W. S. Duncan, of Nashville, Tenn.; H. B. Hanger, of Richmond, Ky., and Samuel Tate, of Memphis, Tenn., intend to develop gold mines in Lumpkin county.

Macon—Clay Mines and Works.—The H. Stevens's Sons Co. has recently completed an annex to its buildings 60x110 feet, three stories high, making the total floor space of the clay sewer and culvert pipe factory cover 55,000 square feet; improvements to the clay mines have also been made.

Savannah—Steel Bridge.—The Central Railroad has determined to construct a steel bridge across Railroad street; structure to cost probably \$4000.

Toccoa—Electric-light Plant.—The Toccoa Cotton Mill intends to put in an electric-light plant; W. A. Matheson, president.*

KENTUCKY.

Ashland—Telephone System.—Incorporated: The Lawrence Telephone Co., of Ashland, capital stock \$12,000, by D. G. Putnam, D. L. Leffingwell and E. C. Means.

Louisville—Plow Works.—The Avery Plow Works have resumed operations, after three years' idleness, employing 1000 men.

LOUISIANA.

Crowley—Irrigation.—J. F. Morris and E. Miller are reported as contemplating the construction of a canal to irrigate 1300 acres of land which they have purchased.

Donaldsonville—Electric-light Plant.—The city is contemplating the erection of an electric-light plant. Paul Leach, mayor, can be addressed for information.

Gretna—Oil Mill.—Henry Marx contemplates erecting a cottonseed-oil mill.

Monroe—Lumber Mills.—The Woodworth Lumber Co. will increase its capital stock, enlarge its plant, make improvements, including dry kilns, lumber stackers, planing machinery, etc.; C. S. Woodworth, president.

New Orleans—Drainage System.—The contract for the construction of the new drainage system has been awarded to the National Contracting Co., F. V. Green, of New York, president. The work will cost nearly \$1,000,000.

Plaquemine—Telephone System.—Thomas Condon will endeavor to organize a telephone company.

MARYLAND.

Baltimore—Furnace Company.—The McKibben Perfect Combustion Furnace Co. has been incorporated by Thomas A. McKibben, George R. Tyrrell, Albert C. Johnson, Perley E. Sands and Enoch Harlan, with a capital of \$1200.

Baltimore—Realty Company.—Incorporated: The City & Suburban Realty Investment Co., by Charles E. Cunningham, George A. Dubreuil, John W. Linton, Joseph Paul and R. E. Lee Hall, for the purpose of buying and selling land. The capital stock is \$200,000.

Baltimore—Iron Foundry.—The Baltimore Malleable Iron & Steel Castings Co. (Patrick Kennedy, proprietor) has completed its new foundry and has it ready for operations. The new addition to the plant is a brick and iron building, with slate roof, 80x200 feet in size, and 200 more men will be given employment.

Baltimore—Distillery.—Incorporated: The Carroll Springs Distilling Co., for manufacturing whiskey and other liquors, by Harry J. Daly and Michael P. Sullivan, both of Washington, D. C., and Wallace Owings, Francis M. Young and Joseph J. Magee, all of Baltimore county; capital stock \$15,000.

Baltimore—Tinplate Works.—The Baltimore Tinplate Co. has been incorporated, with capital stock of \$100,000, by W. H. Harris and David Tamplin, of Baltimore; Frank G. Turner, of Lutherville, Md.; Daniel Thomas, of Martin's Ferry, Ohio, and Chas. H. Williams, of Bridgeport, Ohio. This company has purchased for \$50,000 the established plant of the Baltimore Iron, Steel & Tinplate Co. at Baltimore and will operate same. The price paid for plant was \$50,000. Mr. Harris has been elected president of the company, and Mr. Turner, secretary-treasurer pro tem. Some new modern tinning machinery is being installed in the tinning department.

Baltimore—Match Factory.—The National Safety Match Co., of Chicago, will erect in Baltimore a match factory to cost \$100,000. Plans are ready for a building two stories high, 200x60 feet, to cost \$20,000, and the machinery will cost \$80,000; daily capacity to be 5000 to 10,000 gross. C. S. Hartwell, president of the company, can be addressed, care of S. Kann, Sons & Co., South Broadway, Baltimore, Md.

Eastport—Glass Works.—The Eastport Glass Works has been reorganized and incorporated, with capital stock of \$25,000, for the purpose of putting works in operation; Chas. A. Crandall, president. L. H. Rehn, S. R. Frazier, Geo. C. Barton and others, of Annapolis, are interested.

MISSISSIPPI.

Columbus—Water-works Extensions.—The vote on issuing \$20,000 in bonds for new standpipe and water-main extensions resulted adversely. It is stated that the result indicates that the citizens, judging by local information, intend that a larger amount shall be expended on the proposed improvements. Address the mayor.

Columbus—Cotton Compress.—The Queen City Compress Co. will be incorporated, to erect the compress previously referred to. Capital stock to be \$50,000, and contract has been about closed for a 90-inch Webb press, site, etc., and is to be ready for business by September 20. Wm. Rhett & Co., G. W. Sherman & Co., W. M. Pentecost and Johnston Bros. are stockholders in the enterprise.

Natchez—Ice Factory, etc.—R. F. Learned and C. Montgomery are interested in the proposed ice factory noted last week.

Scranton—Water and Electric-light Plants.—The city has voted affirmatively in the matter of \$25,000 in bonds for water and electric-light plants. Address the mayor.

Summit—Water Works.—Alber & Byrne, of Birmingham, Ala., have been engaged to prepare plans and superintend the construction of the proposed water works.

MISSOURI.

Aurora—Mills.—Incorporated: The Aurora Milling Co., capital stock \$30,000, by R. C.

Stine, L. E. Puckett, W. F. Rorick and others.

Kent—Lubricant Company.—The Kent Lubricant Co., with a capital stock of \$4500, has been incorporated by John S. Robbins, R. G. Robbins, Arthur D. Forrester and Thomas H. Robinson.

Lebanon—Creamery.—The Lebanon Evaporated Cream Co. filed articles of incorporation, with capital stock of \$80,000, all paid. The stockholders are J. H. Roach, Peter Hahn, Victor Dressing, Christ Risch, John J. Lane, Thomas Lawson and William E. Grafeman.

St. Louis—Cattle Company.—Incorporated: The Panhandle Cattle Co., with a capital stock of \$100,000, by J. J. Fisher, J. W. Montague, T. W. Crouch, L. L. Abbott and Joseph Jordan.

St. Louis.—Chartered: The Davenport Combination Filter & Cooler Co., with capital of \$5000, by A. R. Bagley, J. J. Davenport and C. A. Davenport.

St. Louis.—Incorporated: The Rotary Nestle Co., capital stock \$50,000, by Robert M. Hubbard, John T. Milliken, Charles I. Moffitt, William A. Kearey and John G. Carteloy.

St. Louis—Brewery.—The Ideal Brewery, capital stock \$30,000, has been incorporated by Peter M. Kling, Rudolph Menkel and Gustav A. Senn.

St. Louis.—Chartered: The St. Louis Pulverizer Co., capital stock \$3000, by A. Schoellhorn, H. S. Albrecht and C. O. Baxter.

St. Louis—Mining.—The Crown Consolidated Copper, Gold & Silver Mining Co. has filed articles of incorporation, with capital stock of \$1,500,000; Stephen Peck, Charles H. Peck, Thomas Rankin, Jr., J. W. Wallace and J. H. Canovan, incorporators.

NORTH CAROLINA.

Charlotte—Broom Factory.—Frank Harris will establish a broom factory.

Greensboro—Silk Mills.—Bamford Bros., of Paterson, N. J., will not remove their Paterson silk mills to Greensboro, as was stated in reports last week, but they will establish a branch plant as an experimental enterprise, and, if results are satisfactory, will enlarge to an extensive plant. A building has been secured and machinery for the production of silk goods will be installed.

Greensboro—Flour Mill.—E. Broeker, of Rochester, N. Y., contemplates erecting a large roller flour mill in Greensboro; either a new plant will be established or the Oak Hill mill purchased and remodeled.

Roxboro—Water Works.—The city proposes the construction of a water-works system and has engaged Henry E. Knox, Jr., of Charlotte, N. C., to prepare surveys and plans; R. H. Dowdy, mayor.

Roxboro—Tobacco Prizery, etc.—Long & Woodson will erect a tobacco prizery, with drying-rooms, etc.*

Roxboro—Water Works.—The proposed water works will cost probably \$4000, and Henry E. Knox, of Charlotte, N. C., is to prepare plans and specifications; R. H. Dowdy, mayor.*

Tarboro—Bleachery and Dyehouse.—Morningstar & Orthfurth, of Philadelphia, intend to establish a dyehouse and bleachery in Tarboro; they will erect a boiler and engine-house, factory, etc., and employ fifteen people. Address care of J. F. Shackelford, Tarboro.

Wilmington—Brewery, etc.—The Wilmington Brewing Association will be organized to erect a brewery of 10,000 barrels annual capacity, an ice factory of thirteen tons daily capacity and a cold-storage plant; T. J. Callett, of Phillipsburg, Pa., to be president; Isaac Ratonsky, of Phillipsburg, Pa., and Carl Wilbawd, of Columbus, Ga., being interested. Site has been selected and machinery is now on its way to Wilmington. Address Isaac Ratonsky, of the company, who is now on the ground attending to the plant.

Winston-Salem—Tobacco Factory.—The R. J. Reynolds Tobacco Co. will put in new boiler and engine, etc.; machinery already contracted for.

SOUTH CAROLINA.

Abbeville—Mercantile.—Chartered: The Cohen Co.; capital stock \$10,000.

Charleston—Fertilizer Company.—Incorporated: The Ashepoo Fertilizer Co., capital stock \$100,000, by Frank E. Taylor, Samuel Lord and Herman R. Luhn.

Chester—Electric-light Plant.—Contract let

to the General Electric Co., of Atlanta, Ga., for the erection of \$9000 electric-light plant for city.

Easley—Paint Mill.—B. C. Johnson will establish a paint mill.*

Sumter—Electric-light Plant.—The Sumter Electric Light Co. is reported as contemplating enlarging its plant in order to supply increased demand.

Walhalla—Cotton Mill.—The Walhalla Cotton Mills will increase its capacity by the addition of 3200 spindles and 128 looms.

Walterboro—Saw Mills, etc.—The Walterboro Dry Kiln and Planing Mills, recently burned at a loss of \$20,000, will be rebuilt.

Williamston—Oil Mill.—The Williamston Oil & Fertilizer Co. intends to increase the capacity of the mill one-third and make other improvements.

Yorkville—Bridge.—The county commissioners have ordered an election to vote on proposition to construct a \$10,000 steel bridge.

TENNESSEE.

Chattanooga—Scale Works.—Alexander Ford has started the manufacture of scales at 428 Boyce street.

Clinton—Mineral Lands.—Eads & Mixer, of Mossy Creek, Tenn., have purchased and will develop 1000 acres of mineral lands on the Clinch river.

Elizabethton—Cotton Mill.—A. J. Crandall is endeavoring to arrange for the erection of a cotton mill, in which Eastern capital is to be interested.

Fort Negley (not a P. O.)—Pottery.—Chas. L. Krager, of 1007 Gillespie street, Chattanooga, has commenced the erection of a new pottery near Fort Negley. Equipment of machinery has been ordered and 100 men will be employed.

Lawrenceburg—Water and Electric-light Plants.—The construction of water works and electric-light plant is talked of. Address the town clerk.

Nashville—Shoe Factory.—Carter, Fulton & Co. will establish a shoe factory; will erect new building four stories high, 200x60 feet, employ 250 to 300 hands, and have daily capacity of 2000 pairs. Address company, care of J. W. Carter or J. H. Fulton.

Newbern—Water Works.—The town has voted \$12,000 in bonds for the proposed improvements to the water system; E. E. Davis, engineer, or address the mayor.

TEXAS.

Corsicana—Factory.—The Ladies' Home Industry Manufacturing Co. will be organized to establish a factory for manufacturing household articles. R. E. Prince, secretary, can be addressed.

Dallas—Land Company.—Incorporated: The Dallas City Land Co., capital stock \$15,000, by N. Simpson, Royal Ferris and A. V. Lane.

Granado—Townsite Company.—The North Granado Townsite Co., capital stock \$8000, to buy and sell subdivisions of real estate, etc., has been incorporated by A. Casper, N. L. Mauritz and C. E. Elving.

Houston—Cotton Company.—The Orthwein-Fitzhugh Cotton Co., capital stock \$100,000, has been incorporated by Charles F. Orthwein, C. C. Orthwein, A. W. Pollard, J. B. Harris and Frank K. Fitzhugh.

Liberty—Box Factory.—A Houston company will establish a box factory in Liberty.

VIRGINIA.

Danville—Tobacco Factory.—The American Tobacco Co. has closed contract with R. B. Graham for the rebuilding of its burned factory building; structure to be four stories high, 180x135 feet, have power elevators, drying apparatus, etc.

Lynchburg—Tobacco Company.—Charter granted to the Rucker-Clark Tobacco Co., with capital stock of \$5000, to handle and treat tobacco. W. E. Clark, president; Jas. M. Patteson, secretary-treasurer.

Richmond—Tobacco Factory.—The Milhiser Manufacturing Co. will enlarge its factory.

WEST VIRGINIA.

Bluefield—Coal Deposits.—It is stated that coal deposits have been found on property of Joseph Evans.

Huntington—Mercantile.—Chartered: The Guyan Mercantile Co., capital stock \$100,000, by Jeff Newberry, J. L. Hawkins, C. W. Watts, H. C. Harvey and H. B. Hagen.

Moundsville—Leather-goods Factory.—The Weaver-Bardall Co., reported last week as incorporated, has as incorporators C. A. Weaver, Chas. C. Bardall and Fred. G. Smith. Capital stock is \$200,000, and purpose is to manufacture whips, brooms, fly-nets, halters, etc.

Queens—Mercantile.—Chartered: The Queens Mercantile Co., with capital stock of \$10,000, by Jos. C. Bailey, A. S. Wolfe, O. B. Goodwin, J. K. P. Koon and others.

Wheeling—Egg-tester Company.—The Ohio Valley Egg Tester Co., reported last week, has for incorporators W. R. Dudley, H. P. Maxwell, Frank W. Wagner, Geo. E. Molter and others.

BURNED.

Aberdeen, Miss.—J. F. Enderton's electric-light plant, machine shops and foundry; loss \$15,000.

Beaufort, S. C.—Saw and planing mills of N. Christensen.

Colmesneil, Texas.—The Douglass Lumber Mills; loss \$10,000.

Fayetteville, Tenn.—Lernis & Williams's planing mills; loss \$25,000.

Walterboro, S. C.—The Walterboro Dry Kiln & Planing Mill Co.'s mills, etc.; loss \$20,000.

BUILDING NOTES.

Albany, Ga.—Casino, etc.—C. Miller has made plans for casino and natatorium for M. Weslosky; Conger & Pace, contractors.

Apalachicola, Fla.—Dwelling.—Geo. H. Ruge has plans to build a \$4000 dwelling.

Atlanta, Ga.—Temple.—G. L. Norman has prepared plans for a temple for the Christian Scientists.

Atlanta, Ga.—Dwellings.—C. W. Smith has made plans for \$4000 dwelling for Hugh Dorsey; also for a \$2000 dwelling for W. B. Villard.

Atlanta, Ga.—Apartment House.—Contract has been let to Goode & Walker for the erection of the \$80,000 apartment house to be called the Majestic; structure to be eight stories high, the first two stories of limestone and the remaining six of terra-cotta brick.

Baltimore, Md.—Gymnasium.—Contract has been awarded to J. J. Walsh & Sons for structure to cost \$35,000 for gymnasium, etc., for Johns Hopkins University.

Carthage, N. C.—J. B. Campbell contemplates erecting a large building.*

Columbia, Ala.—Stores.—C. Miller, of Albany, Ga., has completed plans for a block of stores 75x80, iron front, plate-glass windows, press brick; T. L. Black, owner.

Cuthbert, Ga.—Church.—F. Wagner, of Atlanta, has contract for the erection of new church in Cuthbert.

Grafton, W. Va.—Store Building.—The Jos. Spedel Grocery Co., of Wheeling, has completed arrangements for the erection of a four-story iron, brick and stone building, 63x87 feet, to cost \$35,000; Franzheim, Giesey & Faris, architects.

Greensboro, N. C.—Dwelling.—Geo. A. Smith will build a dwelling.

Louisburg, N. C.—Dwelling.—C. W. Smith, of Atlanta, Ga., has prepared plans for a \$2500 dwelling for T. C. McEachin.

Lynchburg, Va.—Mercantile Building.—Wilson & Seay have contract to erect for Craddock, Terry & Co. a building 60x98 feet, five stories, two elevators and all modern conveniences; E. G. Frye, architect.

Morristown, Tenn.—Hotel.—It is stated that Atlanta (Ga.) capitalists and others will build a hotel in Morristown.

Palatka, Fla.—Church.—A new Roman Catholic church will be erected, as reported last week; its cost will be about \$7000.

San Antonio, Texas.—Asylum Buildings.—Plans and specifications for additional buildings at the Southwestern Insane Asylum at San Antonio, not to cost exceeding \$70,000, will be received at the executive office, Austin, Texas, until noon, August 10, 1897. Character of buildings will be made known on application to Dr. W. W. MacGregor, superintendent, San Antonio. The plans selected only will be paid for at the usual rate, and the right is reserved to reject any and all plans; C. A. Culberson, governor.

Sistersville, W. Va.—City Hall.—The city council has accepted plans by Architect Stortz, of Pittsburg, Pa., for the proposed city hall that is to cost \$18,500. Address the mayor.

St. Louis, Mo.—Office Building.—Wheeler & McClure have prepared plans for a 16-story office building of modern construction, elevators, electric-light plant, electric heating plant, etc. Wm. Z. Partello is interested and has formed company to erect the structure.

Washington, D. C.—Dwellings.—Christian J. Ubhoff will erect eleven residences to cost \$90,000.

Washington, D. C.—Dwellings.—G. M. Sternberg will erect eight houses; C. L.

Harding has finished plans for \$20,000 apartment house, to be heated by steam, lighted by electricity, etc.; E. H. Fowler has planned a \$4000 dwelling for Catherine Geddes, structure to have hot-water heat, electric fixtures, etc.; D. B. Gottwals will erect a \$5000 dwelling; O. W. White will erect six dwellings; Mrs. A. I. Clagett will erect residence after plans by B. F. Meyers; C. H. Gladden has prepared plans for flats building, to be four stories high, have hot-water heating plant, electric appliances, etc.

Washington, D. C.—Bridge.—Among contemplated improvements by the railroads is a steel bridge across the Potomac river. The District commissioners can probably give information.

Wheeling, W. Va.—Dwelling.—Edw. Hearn, of New York, will erect a dwelling at Woodsdale after plans by Franzheim, Giesey & Faris.

RAILROAD CONSTRUCTION.

Railways.

Abbeville, S. C.—It is announced that about \$25,000 has been pledged in stock subscriptions for the railroad line to be built between Abbeville and Pelzer. E. A. Smythe, of Pelzer, S. C., is one of the principal promoters of the enterprise.

Asheville, N. C.—It is reported that a plan is being considered to extend the Carolina Central division of the Seaboard Air Line from Rutherfordton to Bristol, Tenn., to reach the Norfolk & Western road. E. St. John, at Portsmouth, Va., is vice-president of the Seaboard Air Line.

Bowling Green, Ky.—It is reported that A. Rawlings & Co., of Louisville, have secured the contract for building the proposed Bowling Green & Northern Railroad from Leitchfield to Bowling Green. It will be a feeder of the Illinois Central if completed.

Bristol, Tenn.—It is reported that Philadelphia parties are promoting a scheme of building a railroad line twelve miles long to connect the Bristol, Elizabethton & North Carolina Railroad with iron mines in Carter county.

Carrollton, Ala.—E. R. Calhoun, of the Carrollton Short Line Railroad Co., advises the Manufacturers' Record that it is expected to make a survey of this road in about a month, and contracts for grading may be let about October 1 or possibly sooner. This road is to be a branch of the Montgomery & Columbus division of the Mobile & Ohio system, now under construction. It will connect Carrollton with the Mobile & Ohio.

Caruthersville, Mo.—The St. Louis, Caruthersville & Memphis Railroad Co. has been chartered, with \$210,000 capital, to build a railroad line from Caruthersville to a point on the line between Arkansas and Missouri, a distance of twenty-one miles. H. Clay Garrett and John A. Cunningham are among the incorporators.

Catlettsburg, Ky.—It is reported that the Yellow Poplar Lumber Co., of Catlettsburg, is building a tram road to the head of Slate creek to reach timber lands in which it is interested.

Dayton, Ala.—J. H. Wiley, of Montgomery, Ala., with a corps of engineers, is making surveys for a railroad between Faunsdale and Dayton, a distance of thirty-five miles. Of this distance eight miles of line have been graded.

Elizabethton, Tenn.—The Watauga Mineral Railway Co. has been chartered by John W. Adams, J. W. Tipton, J. H. Alexander, Lee F. Miller and L. H. Anderson, of Elizabethton, Tenn. This company, it is reported, proposes to build a railroad from the North Carolina State line to the head of Stony creek, and along Stony creek valley to the Watauga river. It will connect with the Southern, Bristol, Elizabethton & North Carolina and the Ohio River & Charleston, being in all about 100 miles long. [It is believed that the railroad referred to in this column as a feeder of the Bristol, Elizabethton & North Carolina road, is a part of the same project as the one described.—Ed.]

Fort Smith, Ark.—It is reported that a charter has been obtained in Arkansas for a railroad line between Superior, Neb., and Little Rock, by the way of Hutchinson, Kan.; Tahlequah, I. T., and Fort Smith, Ark. It is understood that the Kansas Midland, in operation between Wichita and Ellsworth, Kan., will be a portion of the system.

Fort Smith, Ark.—It is reported that construction work on the Arkansas Central Railroad, between Fort Smith and Little Rock, may begin within a few days, as the bonus of \$50,000 has nearly been secured in Fort Smith. Joseph H. Larimer, of Peru, Ind., is one of the promoters.

Greenville, Ala.—It is reported that the Southern Alabama & Gulf Company has made arrangements to construct its line between Greenville and Rutledge, Ala., twenty-one miles. The road may be extended beyond this point eventually.

Hamburg, Ark.—Surveys have begun on the line of the Mississippi River, Hamburg & Western Railroad at a point near Hamburg. A. M. Gibson is chief engineer of the company. This road, as already announced in the Manufacturers' Record, is projected from the Mississippi river to Hamburg and Little Rock.

Hot Springs, Ark.—The Hot Springs Terminal Railroad Co. has been formed, with \$100,000 capital, by J. P. Wellard, E. W. Rector and others. The officers are J. P. Wellard, president; E. A. Douglass, vice-president, and C. H. Weaver, secretary and treasurer.

Hot Springs, Ark.—It is reported that the Hot Springs Terminal Railroad Co., already referred to in this column, has been incorporated, to give the Little Rock, Hot Springs & Texas line an entrance into Hot Springs. John G. Lonsdale, receiver of the Little Rock, Hot Springs & Texas line, of Little Rock, is interested in the matter.

Jacksonville, Fla.—The Atlantic Lumber Co. is considering the idea of building a short railroad line in the suburbs, to be a standard-gauge road.

Kensington, Md.—It is reported that the Brightwood Electric Railroad Co., which is building its trolley line between Silver Springs and Forest Glen, will extend the road to Kensington, and possibly to Rockville.

Laurel, Miss.—Messrs. Eastman, Gardiner & Co., of Laurel, who are building the Laurel & Northwestern Railroad, advise the Manufacturers' Record that ten miles of this line are now in operation and twenty miles additional surveyed. It is a standard-gauge road, and at present 35-pound rails are being used, but the owners expect to use 60-pound rails eventually.

Memphis, Tenn.—It is reported that the Memphis & Charleston Railroad Co. has determined to lay 1000 tons of 75-pound steel rails on its line, in addition to the twenty miles which have already been relaid. R. B. Pegram is general superintendent.

Middletown, Md.—It is reported that enough stock subscriptions have been secured to warrant the beginning of work on the electric railroad between Myersville and Middletown at an early date. This is to connect with the Frederick and Middletown electric line at Middletown. The road is to be about five miles in length. Reno S. Harp, at Frederick, Md., may be addressed.

Mooreville, N. C.—Vice-president Frank S. Gannon, of the Southern Railway Co., at Washington, D. C., advises the Manufacturers' Record that no decision has been reached as yet in locating the railroad line between Mocksville and Mooreville. If the company decides to build the road 75-pound steel rails will be used and the work will probably be let to contractors. The distance to be covered is about twenty-eight miles.

Nashville, Tenn.—It is again reported that contractors are examining the uncompleted portion of the Tennessee Central Railroad and that contract will be let for finishing it within the next few months. Jere Baxter, at Nashville, is president of the company. Among the directors are J. Clifford Richardson, director of the Third National Bank, of St. Louis; also W. C. Chapman, president of the Eau Claire Lumber Co., of St. Louis.

Noble Lake, Ark.—It is reported that arrangements have been made with the State to secure convicts for building the Noble Lake & Southern Railway between Noble Lake and Ladd's Mill, Ark., four and one-half miles. E. P. Ladd, at Little Rock, is president of the company.

Oakland, Md.—The Preston Railroad Co. has been incorporated, to build a railroad line from Hutton, on the Baltimore & Ohio, to Aurora, W. Va., about twelve miles. The members of the company include William R. Butler, of Mauch Chunk, Pa.; R. P. Crellin, of White Haven, Pa., and James C. Peddicord, of Maryland. It is understood that the line will be a feeder for the Baltimore & Ohio, and will place a large tract of West Virginia timber land in a position to be developed.

Ocean City, Md.—It is reported that the Pennsylvania Railroad Co. is considering the extension of the Delaware, Maryland and Virginia division to Ocean City, either from Friendship or Showell's Station, in Maryland. The distance is about seven miles. William H. Brown, at Philadelphia, Pa., is chief engineer of the company.

Osceola, Mo.—Representatives of the Kansas City, Osceola & Southern Railroad

Co. are making a preliminary survey of the line between Osceola and Bolivar, Mo. It is understood that this line will be forty miles long and will be built during the present year. It will give the St. Louis & San Francisco system an entrance into Kansas City from Bolivar, its present terminus. Conrad Miller, of Bangor, Pa., is president of the Kansas City, Osceola & Southern Company, and B. S. Josselyn, of Kansas City, general manager.

Paris, Mo.—It is reported that a company has been formed to build a railroad line from Eldon, Ia., to St. Louis, by the way of Paris. Efforts are being made to interest business men of Paris in the enterprise. J. E. Houghland is general superintendent of the company. T. G. Mitchell, of Paris, is also interested in the matter.

Queenstown, Md.—It is stated that the Queen Anne's Railroad Co. has let a contract to Messrs. Wade, Burns & Co., of Baltimore, for completing a section of this line between Milton and Lewes, Del. When it is completed the road will be in operation from Chesapeake bay to the Atlantic coast.

Shreveport, La.—The promoters of the proposed railroad line from Shreveport along the Red river valley to Coushatta have organized a company under the title of the Shreveport & Red River Valley Railroad Co., with headquarters at Shreveport, La. The capital stock is \$600,000. Among those interested are William Edenborn, president of the White Cliff Cement Co., of Chicago, Ill.; George W. Fouke, of Texarkana, Ark., and W. C. Taylor, of Shreveport, La.

Shreveport, La.—It is stated that the committee of business men of Shreveport appointed to consider the proposition from William Edenborn, president of the White Cliff Cement Co., of Chicago, and others, relative to a standard-gauge railroad from Shreveport to Coushatta, have determined to accept the proposition.

Street Railways.

Savannah, Ga.—The Savannah Railway Co. is considering the idea of relaying a portion of its line in the city and building several extra tracks. J. N. Harriman may be addressed.

St. Louis, Mo.—The St. Louis & Belleville Electric Railway Co. will have a double-track trolley system between St. Louis and Belleville. Charles Suter, of St. Louis, and Hon. H. S. Priest are stockholders in the company.

St. Louis, Mo.—It is reported that the Lindell Railroad Co. has determined to relay the Olive street cable road and substitute continuous rails for those now used. Edwards Whitaker may be addressed.

St. Louis, Mo.—It is reported that Charles Green, receiver of the People's Street Railway, has enlisted the interest of a number of Eastern parties in the proposed North & South Street Railway Co., which is now endeavoring to obtain a franchise in St. Louis.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Boiler.—Long & Woodson, Roxboro, N. C., want 35 or 40-horse-power tubular boiler, with fittings complete.

Boilers.—Army Building, Whitehall street, New York city.—Proposals in triplicate will be received until August 4 for supplying and installing in this building two new boilers and for other work in engine-room. Information and blanks for bidding can be had. Bids should be endorsed "Proposals for Boilers, etc.," and addressed A. S. Kimball, D. Q. M. G.

Boiler and Engines.—W. M. Plummer, 412 Seventh street S. E., Washington, D. C., wants prices on two-horse-power upright boiler and engine, stack, all fittings, etc.; two-horse-power boiler, stack, all fittings; two or three-horse-power gasoline engine, complete; eight-horse-power boiler and engine, stack, all fittings; second-hand machinery wanted.

Broom Machinery.—P. W. Walker, Gazil,

W. Va., wants a new or second-hand broom machine; also wants handle machinery.

Building Material.—J. B. Campbell, Carthage, N. C., wants prices on all kinds of building materials.

Conveyor.—The Easley Oil Mill Co., Easley, S. C., wants prices on conveyors.

Cotton-mill Equipment.—The Toccoa Cotton Mills, W. A. Matheson, president, Toccoa, Ga., wants dynamo and lights for 5000 spindles and 100 looms.

Electric-light Plant.—The Toccoa Cotton Mill, W. A. Matheson, president, Toccoa, Ga., wants plant for electric lighting.

Electric-light Plant.—An electric-light plant is contemplated for the State Institute at Cedarspring, S. C. W. D. Mayfield, superintendent of education, Columbia, S. C., can be addressed.

Electric-light Plant.—The city of Madison, Fla., will want estimates on necessary machinery to run from ten to fifteen arc lights and 400 to 500 incandescent lights; dynamo, wires, insulators, fixtures, etc., will be needed. Address Wm. S. Jordan, chairman of committee.

Engine.—Wanted, second-hand slide-valve or automatic cut-off engine, about 75-horse-power; state age, make and price. Address H 529, Sun Office, Baltimore, Md.

Engine.—Wm. Fredericks, Station D, Baltimore, Md., wants to buy a 8 to 10-horse-power engine, in good condition, and at low price.

Engine.—The Sumter Electric Light Co., Sumter, S. C., wants a 175-horse-power or 200-horse-power second-hand Corliss engine.

Felt Goods.—J. M. Graves, 1513 Blanding street, Columbia, S. C., wants addresses of manufacturers of felt goods of all kinds. Such felt as needed in inking pads is what is needed.

Gas Engine.—The National Seal and Stamp Works, 511 West Baltimore street, Baltimore, Md., wants a two-horse-power gas engine.

Gas Engine.—Wanted—A six or eight-horse-power gas engine. Address E 826, Sun Office, Baltimore, Md.

Ice Machines.—A. T. La Vallette, Jr., Co., Crisfield, Md., wants addresses of builders of ice machines.

Machine Tools.—H. V. Dunn, Pemberton, W. Va., wants to buy a drop forge.

Machine Tools.—John C. Fletcher, Gibson Station, N. C., is in the market for set of blacksmith's tools, emery-wheel stands, post drills, hand punch and shears, 12-inch buzz planer, 12-inch rip saw, etc.

Paint Mill.—B. C. Johnson, Easley, S. C., wants a mill to grind soapstone.

Paper Boxes.—J. M. Graves, 1513 Blanding street, Columbia, S. C., wants addresses of makers of paper boxes.

Preserving Supplies.—The Wooster Preserving Co., Wooster, Ohio, is in the market for a full line of supplies for new factory.

Railway Equipment.—The Richmond Cedar Works, Richmond, a., wants from one to one and a-half miles of new or old steel rails (30-inch), delivered at Richmond or Norfolk.

Railway Equipment.—It is probable that 75-pound steel rails will be needed for 28-mile railway. Address F. S. Ganson, general manager Southern Railway Co., Washington, D. C.

Railway Equipment.—W. R. Eekhout, manager Moore County Railway Co., Aberdeen, N. C., wants a good second-hand locomotive; say Shay patent 36-inch gauge, about thirteen tons.

Rice Mill.—T. L. Venable, McComb City, Miss., will need a rice mill.

Rock Crushers.—John L. Dunlap, Louisville, Ky., wants addresses of makers of rock crushers.

Scales.—Wanted, a six to eight-ton Fairbanks scale, about 14x8 platform, for weighing hay and coal. Address Scale 221, Sun Office, Baltimore, Md.

Telephone Equipment.—Whitfield & Clark, Hubert, Ga., are in the market for telephone line fifteen miles long.

Tobacco Machinery.—Long & Woodson, Roxboro, N. C., want piping, trap, drying apparatus, etc., for tobacco drying-room 24x50 feet in size; capacity to be 5000 pounds daily.

Water Works.—Machinery will be wanted for water works proposed for Jasper, Fla. Address the mayor.

Water Works.—The city of Roxboro, N. C., will probably need 2500 feet of six-inch pipe, a 50,000-gallon tank of cypress, ten hydrants, etc. Address R. H. Dowdy, mayor.

Well Drilling.—The Summers County Consolidated Oil Co., Stock Yards, W. Va., is

now ready to negotiate with contractors for drilling test wells; M. M. Warren, president.

Woodworking Machinery.—P. W. Walker, Gazil, W. Va., wants handle machinery.

Woodworking Machinery.—Jno. C. Fletcher, Gibson Station, N. C., is in the market for scroll saw, filing table, saw mandrel for 12-inch rip saw, power wood-boring machine, 12-inch buzz planer, hand punch and shear, post drill and emery-wheel stand.

Woodworking Machinery.—W. H. Bardwell, Yazoo City, Miss., wants prices on machinery for making axe handles.

TRADE NOTES.

Preparing Plans.—Mr. Henry E. Knox, of Charlotte, N. C., has been engaged to prepare plans for the proposed water works for Roxboro, N. C.

Compress.—Messrs. Walton & Wagner, of Meridian, Miss., have just completed the erection of a 72-inch Tyler cotton compress for the Star Compress & Warehouse Co. at Meridian.

Notice of Meeting.—The ninth annual convention of the American Boiler Manufacturers' Association of the United States and Canada will be held on August 3, 4 and 5, at the house of the Engineers' Club, No. 1122 Girard street, Philadelphia.

Ball Engine.—The Mt. Washington Electric Light & Power Co., Mt. Washington, Md., has recently increased the capacity of its station by adding a 100-horse-power engine built by the Ball Engine Co., of Erie, Pa. This is the third engine of this manufacture now in this station.

Engine and Generator for Sale.—A Corliss tandem compound engine of 250 horsepower, an electric generator of 200 kilowatts, 525 volts, and some accompanying apparatus, is being offered for sale by Mr. G. B. Coleman, manager of the Metropolitan Railroad Co., Washington, D. C.

Pipe Factory, etc.—The H. Stevens's Sons Co., of Macon, Ga., has recently completed extensive improvements to its sewer and railroad culvert pipe factory and clay mines. The company claims that it has one of the best-equipped plants in the country for the manufacture of sewer pipe and other goods in the clay line.

Boiler Works.—John T. Caulfield is giving notice that he has sold the Fulton Steam Boiler Works and Foundry, at Richmond, Ind., to the Fulton Steam Boiler Works, a new corporation formed with John T. Caulfield, president, and Thomas R. McDonnell, secretary-treasurer. The new company trusts that, with its increased capital, it will be better enabled to care for the orders of former and future patrons.

A Dividend.—The committee having in charge the arrangements for the entertainment of the Convention of the American Foundrymen's Association while in Detroit, in the month of May, have paid to all the subscribers to the entertainment fund a dividend of 27½ per cent. of the amount of their subscription, and feel rather elated at having been able to provide an entertainment that apparently pleased everyone, and still have some money left over.

Packing.—The "Phoenix" red flange and joint packing of the Boston Belting Co., of Boston, Mass., is claimed to have many merits. If properly applied, it is said it will make a perfectly tight air, steam or water joint, and will not blow out under the highest pressure. Joints can be made and steam turned on immediately, and if the joints are faced with chalk or plumbago, they can be easily and repeatedly broken. For further particulars apply as above.

Iron Markets.

Cincinnati, Ohio, July 24.

The iron market during the past week has presented no distinctive features of interest. Production in the South continues at ordinary rate, and stocks are about stationary. Requests for withholding shipments are surprisingly few for this time of the year.

A large consumer in Northern Ohio is reported to have bought a round lot of Southern No. 4 foundry at a price much under current quotations. No other deals of importance have come to light. Current orders are nearly all for small amounts and early delivery, showing

that consumers are not carrying heavy stocks.

Manufacturers of iron and steel products believe that the conditions of the country are such that a large business this fall is inevitable. One of them, having an extensive foreign trade, said that better conditions could hardly be desired.

In Southern irons the recent advances are generally firmly maintained.

We quote for cash f. o. b. cars Cincinnati:

| | |
|--------------------------------|--------------|
| Southern coke No. 1 foundry... | —@ \$9 75 |
| Southern coke No. 2 foundry... | —@ 9 00 |
| Southern coke No. 3 foundry... | —@ 8 75 |
| Southern coke, gray forge... | —@ 8 50 |
| Southern coke, mottled... | —@ 8 50 |
| Southern coke No. 1 soft... | —@ 9 50 |
| Southern coke No. 2 soft... | —@ 9 00 |
| Belfont coke No. 1, Lake Sup. | 11 00@ 11 25 |
| Belfont coke No. 2, Lake Sup. | 10 50@ 10 75 |
| Hanging Rock charcoal No. 1. | 14 50@ 15 50 |
| Tennessee charcoal No. 1... | 12 50@ 13 00 |
| Jackson Co. silvery No. 1... | 12 50@ 13 00 |
| Standard Georgia car-wheel... | 14 25@ 15 00 |
| Tennessee car-wheel... | 13 00@ 14 00 |

Philadelphia, Pa., July 24.

Aside from the strike, the conditions for business on enlarged lines are favorable. The average furnacemen hesitate for the present to enter into new engagements for late summer and early fall deliveries. The buyers are also, for the time being, undecided. When the question is more definitely settled one way or the other, we look for an active market. The new furnace at Punxsutawney, so modernly equipped, may delay applying the torch until the strike question is settled.

We quote for cash f. o. b. Philadelphia:

| | |
|-------------------------------|------------|
| No. 1 X standard Alabama... | —@ \$10 75 |
| No. 2 X standard Alabama... | —@ 10 00 |
| No. 1 X lake ore coke iron... | —@ 12 50 |
| No. 2 X lake ore coke iron... | —@ 12 00 |
| Niagara coke malleable... | —@ 12 00 |
| Standard Georgia C. C... | —@ 15 50 |

New York, N. Y., July 24.

Some surprise is expressed that iron markets continue so quiet, while the main lines of business are so promising. The explanation is found partly in the fact that many lines of business, particularly those influenced by speculation, have been sharply stimulated by the settlement of the tariff question, while iron is one of the American products which is not directly affected by the tariff. So long as American pig iron can be laid down at English ports at lower prices than English furnaces can make, the tariff is for the time being of slight consequence. A more natural reason, however, for the present quiet in iron is the fact that June was a month of abnormally large buying, and such periods are nearly always followed by periods of quiet. The main facts of the situation in iron have not been more encouraging in years. Nearly every consumer is using a little more than he has been, and is looking for a still larger consumption in the early fall.

This being the condition, furnaces are quite content to go on making deliveries on their heavy contracts without seeking new orders this month. At the same time there is a fair volume of new business current. One large malleable concern is closing contracts this week for a six months' supply. A large Eastern foundry in special work is negotiating for supply to last till next spring. Small sales are numerous and prices are well maintained.

The feeling in the highest financial circles in New York is one of great confidence. Leading authorities at the close of the week express the opinion that nothing can now prevent a very large expansion of business in the fall, and with the tendency of the American people to discount sure future events, it may come earlier.

We quote for cash f. o. b. docks or cars New York:

| | |
|-------------------------------|------------|
| No. 1 X standard Alabama... | —@ \$10 75 |
| No. 2 X standard Alabama... | —@ 10 00 |
| No. 1 X lake ore coke iron... | —@ 12 50 |
| No. 2 X lake ore coke iron... | —@ 12 00 |
| Niagara coke malleable... | —@ 12 00 |
| Standard Georgia charcoal... | —@ 15 50 |

ROGERS, BROWN & CO.

THE SOUTH FEELS A BOOM.

Prosperity Already Present in Some of the States.

Good Times Existing in Kentucky—The New Tariff Will Add Millions to the Planters' Incomes in Louisiana—Mississippi Is Already Prosperous—Outlook in Other States.

[From New York Sun, July 26.]

Louisville, Ky., July 25.—A wonderful change has come in the spirits of Kentucky farmers during the last three months. A remarkable rise in the price of leaf tobacco was the first significant change in the long era of depression. This began to develop in April, and by the time the rise had culminated, about the middle of June, prices had advanced on every grade from 100 to 300 per cent. For the past two years tobacco sold at prices below the cost of production, and as almost every Kentucky farmer grows it, its depreciation was mainly responsible for the flood of silver sentiment last fall.

The wheat crop has been extraordinarily large, and is of the finest quality ever known. The State agricultural commissioner estimates the yield at double that of last year. The surplus is three times as great. Potatoes are being sold at \$1.80 a barrel, against forty to sixty cents last year, and onions, cabbages and other garden staples are as high, while crops have been so large that shipments from Louisville are 75 per cent. greater than last year.

It is now the season for selling fat cattle, and as they are bringing high prices, hard times are leaving Kentucky. Dealers in agricultural implements say their trade is opening magnificently. Mr. Lewis, head of one of the largest houses here, says he has sold five times as many farm wagons during the last six weeks as he did for the same period last year.

The feeling among manufacturers, merchants and bankers over the passage of the tariff bill is one of great relief. President Lindenberg, of the American National Bank, says that it removes almost the last obstacle in the way of better business. Mr. Lindenberg is a low-tariff man, but says the agitation over the tariff was worse than the highest protective duties.

The demand for money is still light, but is getting better. Louisville is the chief centre of jeans cloth manufacturing. At this time last year all the factories were closed. Now all are running, and some on extra time, while prices have been advanced.

The jobbers are preparing for a fall trade which they say promises to be the best they have ever known. The whiskey business is the only important interest yet greatly depressed.

TARIFF WILL BOOM LOUISIANA.

New Orleans, La., July 25.—The tariff bill passed yesterday by Congress is the most favorable to Louisiana ever adopted, and it is universally conceded that it will give a great impetus to all the chief industries of the State. On this point there is no difference of opinion, and the most extreme free-traders admit that the tariff bill will give help to Louisiana's chief industries, particularly sugar, rice and lumber, however it may operate elsewhere.

The passage of the tariff bill will give a great impetus to agriculture and trade. Business had been unusually dull in Louisiana throughout the summer, due to the high water and to uncertainty about the tariff. The farmers held back their spring orders until they felt sure that there would be no overflow, and the consequence was that the summer trade of

New Orleans has been very poor this year.

In the last few weeks there has been some improvement. The sugar-planters, making sure of the passage of some bill that would increase the duty on sugar, began putting in their orders for machinery and agricultural implements. The manner in which the sugar schedule is framed encourages the production of high-grade sugar, and will therefore induce the planters to use heavier and improved machinery. The orders placed with the New Orleans foundries will aggregate from \$3,000,000 to \$5,000,000, and there have also been heavy orders for mules, wagons and plows, which have stimulated these several lines of business.

Louisiana will raise a crop of 750,000,000 pounds of sugar this year, so that the sugar section of the tariff bill is worth some \$16,000,000 in the increased duty on sugar and molasses. A large part of this goes not only to the planters and laborers, but to the railroads, foundries, machine men and coopers, and makes itself felt in many ways.

The rice crop will be benefited by the tariff to the extent of \$4,000,000. The crop is unusually early this year, and began coming in as early as July 15. The industry has been in a weak condition for some time in consequence of low prices, but there has been a decided improvement since the tariff bill was on its final passage, and the price now yields the rice farmer a good profit.

The lumber industry expects in time to share in this improvement. The full force of the tariff will not be felt until October, when the sugar crop comes in, but already there has been an improvement in anticipation. For the first time since early spring the bank clearances show an improvement on the corresponding period of 1896. A movement is on foot to give a public non-partisan reception to Senator McEnery on his return to New Orleans as a tribute to his action in bringing about a measure so favorable to Louisiana. Messrs. Meyer, Davey and Broussard, congressmen from the first, second and third districts, will also be welcomed for their action in regard to the sugar duty.

MISSISSIPPI HAS BEEN PROSPEROUS.

Jackson, Miss., July 25.—There are no signs of "returning prosperity" in this State for the simple reason that prosperity has not been away from home during the past two or three years. In 1893, at the beginning of the so-called hard times, there was a panicky feeling. The banks made a pretence of cashing no paper for a larger sum than \$25, but the rule was not observed, and when the cotton crop of that year began to move the order was rescinded and all branches of business have since flourished. The calamity-howler has been busy, but no one has paid much attention to him, except just before election day.

The people of Mississippi are in a better condition than ever in their lives. The farmers are out from under mortgages, as a general thing, and while their one crop, cotton, does not bring as much cash as formerly, they have made it a rule to produce an abundance of hog and hominy, and hence have not needed as much money as heretofore. Clothing, sugar and such articles as they are compelled to buy have all been cheap, so that with six-cent cotton they have been able to purchase as much with the proceeds of a bale as at any time within their recollection.

Crop prospects are bright in most sections of the State, even in the great Yazoo-Mississippi valley, where, until the middle of May, the plantations were six feet under water. The cotton crop is as fine as ever seen, and with a late fall the

yield will doubtless equal that of last year.

During the past year Mississippi has made rapid strides in the way of internal improvements, and nearly every town of 5000 inhabitants has either built or is building electric lights and water works, handsome brick schoolhouses, stores and residences. The old houses have been repainted and a general air of prosperity is noticeable everywhere. Trade has been smaller, perhaps, but more for cash than when cotton brought ten cents per pound. Numerous manufacturing plants have been established. Railroads have nearly all they can do. This State built more miles of railroad last year than in any other.

TOBACCO MAKING FLORIDA HAPPY.

Tallahassee, Fla., July 25.—Florida has rapidly recovered from the losses sustained in the great disaster which lost her citizens so many orange groves in the great freeze, and reports show that the State is in a better shape now than ever before. After the freeze the people were stunned for a while, not knowing what to do next. They had expected the orange crop would bring prosperity and that no other crops would be necessary. As they had to hustle, they took up early vegetables, next pineapples and then tobacco.

Today the two latter industries are assuming large proportions throughout the State and are proving very remunerative. On the east coast and in Central South Florida the pineapple has been found to thrive well and the profits are good. On the east coast the crop this year will be 250,000 crates and perhaps more. A large acreage is being set in "pines" and more care taken to secure finer varieties.

In the western part of the State, in the southern counties, tobacco is the favorite, and from all reports Cuba will have a formidable rival right at her doors. A large acreage has been set, and what tobacco has been produced has sold readily at prices that pay the growers well. A large number of Cuban tobacco growers have settled in South Florida, and all the farmers in that region are setting out a large acreage.

The orange groves, where cultivated, are coming out well, and the prospects are fine for a big crop at profitable prices next season. The yield this fall will be large as compared to last year, but next season is will more than double that of this year. The corn, cotton and other field crops are reported as fair throughout the State. The farmers all seem independent and in better shape than ever before. In the storm-swept districts in Alachua and other regions near there much destitution exists, and the people have sent in many thousands of dollars in contributions.

The average Floridian is not much concerned in the tariff, be he democrat or republican, provided oranges, pines and tobacco are taken care of in a manner that will aid him. He may be a free-trader, but he wants protection on "pines" and oranges. The fruit schedules suit the people in this State exactly, and they feel that they have a chance to make some money now under its protection. Outside of these particular articles that they are concerned in, none but the politicians, of whom Florida has her full share, bother about the republican tariff very much.

Taken as a whole, Florida today is one of the most prosperous States in the South.

ALABAMA MANUFACTURERS IMPROVING.

Birmingham, Ala., July 25.—The agricultural conditions in Alabama at present are not as favorable to large crops as

they were last year. This has been caused by warm weather and a continued dry spell. Recently plenty of rain has been falling and improvements are noted on all sides. Commissioner of Agriculture I. F. Culver has just issued a report in which he states that, everything taken into consideration, the crop conditions are fair. He averages the cotton crop at 85 per cent. as compared with last year, and the corn crop at 90 per cent., though the late planting will show a greater gain than the loss was. Verbal reports received from the agricultural districts of the State are to the effect that the conditions of the crops are very favorable, and, were it not for the dry spell, this would have been a big season.

The general outlook of business activity throughout the State is very bright. In the northern part, where manufacturing and mining industries exist, there is great promise. The Colbert Iron Co., which recently made an assignment, has fixed up all its troubles and gone back to working. The Elliott Car Works at Gadsden have a large order on hand and will resume operations shortly to run several months and longer. The coal and iron trade in the Birmingham district is picking up rapidly, and in a few days three furnaces, now idle, will be put in blast. In Anniston much work is anticipated in the various industries.

The Montgomery district reports great improvements, and considerable building is noted in Ozark, Eufaula and other towns. In Mobile and Selma, the centres of the agricultural belt, the conditions are much improved, and the merchants are beginning to feel easier. The northern part of the State has been greatly encouraged here recently over the manufacture of steel, and a number of steel-using industries are anticipated.

There is considerable satisfaction over the passage of the tariff bill, though this region is generally opposed to a tariff at all. The satisfaction is noted by reason of the restoration of confidence. As the managing editor of a daily paper here expresses it today:

"The tradesmen have a known basis, and the prosperity can now be looked for. The republicans are all jubilant over the new tariff law, while the democrats look to the future."

BRIGHT OUTLOOK IN SOUTH CAROLINA.

Columbia, S. C., July 25.—The business outlook in South Carolina is considered unusually bright. Indeed, it is difficult to recall a midsummer season when actual business was as brisk and feeling so buoyant as now. The cotton crop was planted with the expectation of bringing five cents this fall. Economy was exercised by farmers in planting and in living, and now that the crop is in a particularly promising condition, with debts much less than is ordinarily the case at this season, farmers are more hopeful.

There has been no cessation in industrial development. Cotton mills make the greatest show, but smaller and varied industries are receiving attention. In towns better residences are being built, and improvements are being made in the business sections. Failures this summer have been exceptionally rare. In the town of Anderson it is estimated that the citizens, in private capacities, are now making improvements to the value of \$500,000. This is the leading cotton-manufacturing State in the South. All mills are running on full time. Several are increasing capacities, while others are under construction.

There is disappointment here that protection was not given to distinctive Southern products, such as cotton, and that cotton ties were not placed on the free list. But there is satisfaction at the

matter being settled. The failure of Cleveland's administration to work relief and the monopoly of the public mind by the monetary question have made the tariff take a second place. Low-tariff men do not dread high tariffs as they formerly did.

The people of South Carolina are coming to believe that hard, intelligent work will bring prosperity, and that croaking doesn't pay.

TEXAS FARMERS PROSPEROUS.

Galveston, Texas, July 25.—With a surplus in her wheat, oat and corn crops of several million bushels, and the prospect of a large yield of cotton, with a brisk demand for her lumber and other products, the business outlook is very flattering for better and more prosperous times in Texas. The change made in recent years by the Texas farmer in raising diversified crops and providing for his own wants, and not depending upon the outside for his supplies, has freed him virtually from debt and enabled him to hold his cotton for prices that would return him a handsome profit upon his labor. The financial stress of the past few years has compelled him to not only economize, but to call into practical utility all his resources and to cultivate his lands to the very best advantage to himself. The result is that his condition today is vastly better and more independent than when he relied upon cotton alone.

This stability of agricultural men has inspired confidence in trade circles, and although the cotton crop will not begin to seek the markets for several weeks, there is a feeling of buoyancy in the commercial and banking centres of the State that betokens a large and prosperous trade during the fall and winter. In fact, the effect is already being felt, and a more hopeful outlook is evident in all lines of trade. It is predicted that now that the tariff question is settled, and the people know where they stand, the improvement in all lines will be more rapid.

Mr. R. T. Neill, of New Orleans, believes that the world will need fully 9,250,000 bales of American cotton this year, and that a United States crop no larger than that should average seven cents a pound.

KLONDIKE AT HOME.

Wealth Dug from the Ground in Colorado.

While hundreds of men, infatuated with the idea of acquiring wealth in a short time, are hastening to the Alaskan goldfields, a recent suit at Denver calls attention to the fact that there is rather a good kind of Klondike field in this country. The Little Johnny mine, of Colorado, it will be remembered, made in 1893 and 1894 a world's record in its output of gold. Its shaft went down 2000 feet, and from it came ore running, it is claimed, \$2000 to the ton and yielding \$125,000 a month profit. Its present output is about \$300,000 a month; it paid last year \$1,600,000 in dividends, and is valued at \$50,000,000.

It is not the only mine in that rich region. It has a neighbor, the Uncle Sam, and the owners of the latter brought the suit against it which elicited some of the facts of marvelous wealth. It is not necessary to go into particulars of the suit, but it is of interest to record that several Southerners are active in the development of mines in the same region which are not involved in controversy, and which are more easily worked.

These are the Big Union mines. They lie on the same contact vein with the most noted of the great Leadville mines. The shafts of other mines had to be sunk

several hundred feet to begin to pay, but those of the Big Union are much more shallow. The explanation of this is that the Big Union mines are in a dip of the land, while the lodes maintain a uniform trend and there are excellent reasons for believing that the treasury stock of the company now being offered is an opportunity for investment which is worth considering. The stock of the company, whose offices are at 849 Equitable Building, Baltimore, Md., has been listed on the New York Mining and Industrial Exchange.

The officers and stockholders are not speculators, but are recognized as conservative business men. The president is R. E. Lyon, of Baltimore; the vice-president, Stephen H. Emmens, president of the Mining and Industrial Exchange of New York; the secretary, L. L. Powell; the treasurer, H. B. Tilden, and the general counsel, Archibald H. Taylor. Among the directors are B. L. Duke, the great tobacco manufacturer of Durham, N. C.; W. T. O'Brien, of the American Tobacco Co.; George C. Schuermann, L. D. Heartt and others.

The Big Union Mining Co., with its favorable location, the work of opening the mines already in progress and its careful, enterprising officers, should be one of the successes of the Colorado region.

No. 7 of the picturesque New England series, published by the passenger department Boston & Maine Railroad, Boston, Mass., is called "Lakes and Streams." It contains a description of camp life at the various lakes for which New England is famous. The book consists of nearly fifty pages of well-written descriptive matter, and is fully illustrated and accompanied by several valuable maps. It will be sent to anyone on receipt of two cents in stamps.

Four-Hour Special—Atlantic City and Return, \$3, via Pennsylvania Railroad, the Quickest and Best Route to the Sea.

Through by special train in four hours, without change of cars, via Delaware River Bridge Route, Saturday, July 31, August 14 and 28. Leaves Union Station 4.57 P. M., arrives Atlantic City 8.57 P. M. Returning, special leaves Atlantic City Sundays, August 1, 15 and 29, 7 P. M.; arrive Baltimore 11 P. M.

Something Different.

The average trip to the seashore or Northern resorts is much like all other summer trips in many particulars, but a trip to the South in the heated season in search of a cool place is something different altogether. Different in its lack of hot noon-days (they don't have sun-strokes in the South). Different in that it is comparatively inexpensive. Different in the absence of perspiring crowds of humanity everywhere about one. Different in altitude—you can go up thousands instead of hundreds of feet above sea-level and get the bracing air which brings you home again invigorated.

Eight dollars is the round-trip rate for a delightful trip to that famous Southern mountain resort—Asheville, the centre of what is known as "The Land of the Sky." This via the Queen & Crescent Route and the Southern Railway from Cincinnati, Saturday, August 7. Tickets at this rate are good ten days to return.

Sixteen hours ride through the Bluegrass, across High Bridge, down the Emory and through the mountains of East Tennessee to the French Broad river and for some forty miles along that beautiful mountain stream. The Asheville altitude is 2500 feet, with protecting peaks double that height, giving that peculiar beauty and dryness for which it is noted throughout the world. Sunshine for 300 days a year; perfect hotel service; the most elaborate private residence and domain in America, at Biltmore; scenery unsurpassed and on a scale of actual grandeur.

Write to us for books describing Asheville; will send them free. W. C. Rinearson, general passenger agent Q. & C. Route, Cincinnati, Ohio.

FINANCIAL NEWS.

The Manufacturers' Record invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

No advertisements but those of a financial character will be accepted for the following page.

Demand for Southern Bonds.

According to a New York dispatch published in the Boston News Bureau, municipal bonds in the South are selling at the highest prices on record. In the State of Georgia this is especially marked. Augusta 4s are quoted at 104; Atlanta 4s, 104; Savannah 5s, 109; State of Georgia 3½s, 103; State of Georgia 4½s, 115. A good many of the bonds are held in New York. Mutual Life Insurance Co. holds nearly \$1,000,000 of different municipal bonds in the State of Georgia. There have been no bonds issued by the cities mentioned above since 1879, except to retire maturing or higher-rate bonds. All improvements are paid for by direct taxes. The State of Georgia had an interest charge in 1874 of over \$1,000,000. The fixed charge now is less than \$360,000 a year.

This is a significant indication of the feeling among Northern investors toward Southern securities, and explains why so many investment firms appear among the bidders for Southern bonds.

New Corporations.

It is reported that the business men of Americus, Ga., are organizing a fire insurance company in that city.

The Eagle Financial Co. has been incorporated at St. Louis, Mo., by S. G. Gordon, Henry S. Talbot and others.

The Bank of Cairo, W. Va., has been incorporated, with \$100,000 capital, by Romeo Freer, J. Wingrove, of Harrisonville, W. Va., and C. E. Haddox, of Cairo.

It is understood that a number of the building and loan associations in Kentucky which have suspended payment may be consolidated and reorganized on another basis. Among those interested in the matter are Theodore Nadeau, of the North American Security Co. of New York.

The bankers of North Carolina have organized a State association, with the following officers: Thomas H. Battle, of Rocky Mount, president; J. W. Norwood, of Wilmington, and W. A. Blair, of Winchester, vice-presidents; T. W. Dewey, of Newberne, secretary and treasurer.

New Securities.

The town of Madisonville, Ky., will vote on the question of issuing bonds for water-works purposes at the November election.

Local investment dealers have purchased \$5000 worth of 5 per cent. school bonds issued by Vicksburg, Miss., at par and \$2000 at 100¼.

It is reported that the town of Jasper, Fla., has decided to issue \$7000 in bonds for water works. The town clerk will give further information.

The town of Newbern, Tenn., it is reported, has determined to issue \$20,000 in bonds for various improvements. The town clerk may be addressed.

The issue of \$3000 in bonds to be made by Newton, N. C., will bear 6 per cent., and for a period of thirty years. The town clerk will give further information.

The town of Holly Springs, Miss., it is announced, will vote on August 9 on the proposed issue of \$43,000 in bonds for improvements. Address the town clerk.

Jefferson City, Mo., will vote on the question of issuing \$15,000 in bonds for school purposes on August 21. The chairman of the school board may be addressed.

It is reported that the town of Summerville, Ga., has determined to offer \$50,000 in 5 per cent. bonds at some time in September. The mayor will give further particulars.

It is reported that the proposed issue of \$80,000 in bonds for improvements to be made by Newport News, Va., will be decided upon in a few weeks. The mayor may be addressed.

It is reported that the county commissioners of Bullock county, Alabama, will receive bids until August 9 for \$10,000 worth of 6 per cent. bonds. The commissioners may be addressed at Union Springs.

The Columbia & Maryland Railroad Co. has filed a mortgage in the District of Columbia to secure an issue of \$3,000,000 in 5 per cent. bonds to be issued under the plan of reorganization already referred to in the Manufacturers' Record.

The Baltimore & Northern Railway Co., which includes the Falls Road Electric Railroad Co. has filed a mortgage to the Maryland Trust Co. to secure the payment of the bond issue of \$862,000. Of this amount, the Falls Road assumes \$552,000 and the Baltimore & Northern \$310,000. The bonds are to be issued for the purpose of securing the necessary equipment for the lines now under construction.

Dividends and Interest.

The Savannah Gas Light Co. has declared a dividend of 3 per cent.

The Blackwell Durham Tobacco Co. has declared a dividend of 3 per cent.

The Union Bank of Knoxville, Tenn., has declared a semi-annual dividend of 3 per cent.

New Orleans & Carrollton Railroad Co. has declared a quarterly dividend of \$1.50 per share.

The Trust Company of Georgia, located at Atlanta, has declared a semi-annual dividend of 3 per cent.

The Illinois Central Railroad Co. announces its usual dividend of 2½ per cent., payable September 1.

The Fidelity Trust & Safety Vault Co., of Louisville, has declared a quarterly dividend of 2 per cent.

The Merchants and Mechanics' Savings Bank at Grafton, W. Va., has declared a semi-annual dividend of 3 per cent.

The board of directors of the Augusta Real Estate and Building Association of Augusta, Ga., have declared a semi-annual dividend of 3 per cent.

The Cabarrus Cotton Mill Co., of Concord, N. C., has declared a dividend of 4 per cent., and the Odell Company, of the same place, a semi-annual dividend of 3 per cent.

Financial Notes.

William Bayersdorfer has been elected cashier of the First National Bank of Shreveport, La.

W. C. Wright has been elected president of the Central National Bank of Columbia, S. C., succeeding the late A. N. Talley.

The stockholders of the Bank of Ascension of Donaldsonville, La., have elected Jacob Lebermuth, president; J. J. Claverie, vice-president, and John Thibaut, cashier.

According to the semi-annual statement of the Southern Bank of the State of Georgia, located at Savannah, this bank declared a dividend for the first six months of the year amounting to \$20,000, in addition to its capital stock of \$500,

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000. It has a surplus fund and undivided profit of \$353,857.57. John Flannery is president, and Horace A. Crane, vice-president.

The Lonaconing Savings Bank of Lonaconing, Md., has determined to do a general banking business also, and has made such an announcement. David Sloan is president, and Duncan R. Sloan, treasurer, of the bank.

TRADE LITERATURE.

Telephone Specialties.—An illustrated circular of telephone specialties manufactured by Messrs. Taber & Mayer, of 185 Franklin street, Boston, Mass., has been received; copies furnished on application.

Second-hand Machinery.—A list of second-hand machinery carried has been issued by the Thos. K. Carey & Bros. Co., of 20 Light street, Baltimore, Md. The list includes engines, machine tools, rubber goods, belting, pulleys, couplings and other miscellaneous supplies. This company continues to carry its usual large line of new machinery and supplies.

Engine and Boiler Pamphlet.—The well-known firm of James Leffel & Co., Springfield, O., have issued a neat, new pamphlet, "D," replete with numerous illustrations and descriptions of the throttling and automatic engines, with portable and stationary boilers, which they are building in a variety of sizes and styles. Copy is sent free to parties interested on application.

Pocket Hand-book.—A pocket hand-book of useful information, price-lists telegraph code, etc., relating to lead-covered electric cables, insulated wires, etc., has been compiled by Mr. Joseph W. Marsh, general manager of the Standard Underground Cable Co., of Pittsburgh, Pa. The company, in issuing this book, has aimed to give all useful information relating to electric wires and cables, and the installation of the latter in as brief a form as possible consistent with

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This company owns and is now opening up rich gold mines in the famous Leadville Gold Belt of Colorado. The officers and stockholders of the company are not speculators but are well-known conservative business men. Here are some of them:

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R. E. Lyon, of Baltimore, Md.
Geo. C. Schuermann, of Baltimore, Md.
L. D. Hearitt, Cashier First Nat'l B'k Durham, N. C.
H. B. Tilden, of Baltimore, Md.

The stock of this company has been listed on the New York Mining and Industrial Exchange.

The office of the company is at 849 Equitable Building, Baltimore, Md.

The treasury stock now being offered affords an investment opportunity that is well worth looking into.

The Big Union Mines, the property of this company, lie on the same contact vein with the most noted of the great Leadville mines. One of these the "Little Johnny" is the greatest gold mine in Colorado and perhaps in the world. Its present output is about \$300,000 per month. It paid last year \$1,600,000 in dividends and is now paying monthly dividends of \$100,000 to \$200,000.

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Attention, Sawyers!—The new sawyers' handbook and price-list has been issued by Messrs. E. C. Atkins & Co., of Indianapolis, Ind. This work contains the latest suggestions in the use and care of saws, and the book is valuable for sawyers and millmen, who may obtain copies on application. Messrs. Atkins & Co.'s large line of saws and tools, which they manufacture, receives attention in the book.

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THE CONSOLIDATED MORTGAGE 5% GOLD BONDS ARE SECURED UPON THE ENTIRE PROPERTY AND ASSETS OF THE COMPANY. THEY HAVE A FIRST MORTGAGE LIEN ON 583 MILES OF ROAD, A FIRST MORTGAGE LIEN ON 385 MILES OF LEASEHOLD PROPERTY, AND A SECOND MORTGAGE LIEN UPON THE REMAINING 537 MILES OF ROAD.

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I. In the States in which this railroad is located healthful business conditions obtain. As a result of several years of saving and economizing, the people are out of debt. Their local industries are prospering. The present Cotton crop promises to be large.

II. The management is honest and capable.

III. The different properties now comprising the Central of Georgia System have earned over a period of more than ten years an average net income of \$2,049,611. The entire present fixed charge is \$1,855,000. The surplus this year, after some unusually heavy expenditures for betterments will amount to about \$300,000. The accounts are in charge of Mr. C. W. Haskins President Regents' Board of examiners for Certified Public Accountants of New York State. The accounting, therefore, can be depended upon as absolutely correct.

WE OFFER A LIMITED AMOUNT OF THE ABOVE BONDS AT 93% FLAT, i.e., \$935 FOR EACH \$1,000 BOND, RESERVING THE RIGHT TO ADVANCE THE PRICE WITHOUT NOTICE.

Bonds may be obtained directly from us at market quotations current when order is received, or may be ordered through any banker or broker. They are listed on the New York and London Stock Exchanges, and thus have the benefit of an international market.

Detailed circulars may be had on application at any of our offices, where the mortgage and the certificates of counsel, accountants and physical and traffic experts may be examined.

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For "Classified Index" see pages 3, 5 and 7.

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Ads. marked thus * appear every other week.
 Ads. marked thus † appear in first issue of each month.
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